



ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1949-50

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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1950

Edmonton, September 16, 1950.

To HIS HONOUR,

J. J. BOWLEN,

Lieutenant Governor of the Province of Alberta.

SIR,

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1950.

Respectfully submitted,

D. B. MACMILLAN,

Minister of Public Works.

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GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF PUBLIC WORKS

REPORT

of the
DEPUTY MINISTER OF PUBLIC WORKS
For the Fiscal Year Ended March 31st, 1950

HON. D. B. MACMILLAN,
Minister of Public Works.

Sir:

I have the honour to submit herewith the report covering the activities of the Department of Public Works for the fiscal year ended March 31, 1950.

HIGHWAYS, BRIDGES AND FERRIES

The mileage of Main Highways Maintenance during the year was 4,605. The sum of \$1,555,357.04 was expended for maintenance of Main and Secondary Highways. The sum of \$2,897,396.25 was expended for construction and maintenance of District Highways and Local Roads

There were 57 Ferries operated by the Province during the season with a total expenditure on Ferry Construction, operation and maintenance of \$202,079.14.

An extensive program was carried out by the Main Highway Construction Branch, which included the grading of 528.10 miles of highway, 11.09 miles were re-conditioned and 730.42 miles were gravel surfaced. A total of 96.33 miles of base course was placed during the season, together with 137.55 miles of Hot Plant Mix, 207.74 miles of Asphaltic Seal Coat and 27.03 miles of Surface Treatment.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on Main Highways. Fifteen steel bridges and 80 timber bridges were constructed and 249 steel bridges and 410 timber bridges were repaired, making a total of 754 bridges dealt with during the year.

The total sum expended under Post War Reconstruction was \$108,469.94. This included the amount of \$4,514.35 final expenditure on the Grimshaw Highway, under Dominion-Provincial Agreement. The gross total expenditure made by the Provincial Government on this highway from commencement of operation November 3rd, 1945, to March 31st, 1949, was \$2,851,144.40; of which sum the Dominion Government repaid their share, viz., \$1,375,000.00.

The expenditure of Stream Control was \$21,280.87; on Aircraft, \$4,965.92; Drumheller Valley—stream control \$14,247.02; Elkwater Lake Park—water supply \$7,882.23; Red Lodge Park—\$2,416.90; Swimming Pool—Red Deer \$7,000.00; Beaver House, \$24,117.05; West End Liquor Store, \$22,045.60.

SURVEYS

The report of the Director of Surveys shows an increase in the number of surveys carried forward to the ensuing year.

TOWN AND RURAL PLANNING ADVISORY BOARD

The Town Planning Act, R.S.A., 1942, is administered by the above Board, and the activities are covered by the report of the Director of Town Planning.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

Details of maintenance, alterations, additions and construction of buildings are contained in the report of the Superintendent of Buildings.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts as well as operation of Provincially-owned power plants, are under the jurisdiction of the above branch and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, R.S.A., 1942, is administered by the above Board. An increase in number of licenses issued and in mileage covered by public service vehicles over the mileage of the previous fiscal year is reported.

Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS,
FERRIES, OPERATION, MAINTENANCE,
REPLACEMENTS AND INSTALLATIONS
(JAMES McQUEEN, *Chief Maintenance Engineer*)

The maintenance of Main Highways, District Highways, Local Roads, and Ferries was under the supervision of ten District Engineers.

Detailed information covering expenditure for the fiscal year 1949-50 is contained in the following statement submitted with this report:

1. Statement showing expenditure on maintenance of main and secondary highways. The total mileage of this class of highway is 4,605 miles. Expenditure as shown by the statement amounted to \$1,555,357.04, divided as follows: \$1,376,715.02 ordinary maintenance, \$178,642.02 snow removal.
2. Statement showing the distribution from income account of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$2,897,396.25 was made in this way.
3. Statement showing in detail the expenditure made in connection with the operation, maintenance, reconstruction and installation of ferries from both capital and income accounts. There were 56 ferries operated by the Province during the season, with a total expenditure as shown by statement of \$202,079.14, divided as follows: Operation and replacements \$197,157.35, Installations \$4,921.79.
4. Snow conditions during the past winter were very severe in the southern part of the Province, necessitating snow ploughing being carried on practically all winter on main and secondary highways. The conditions in the northern part of the Province were normal.

MAIN HIGHWAYS MAINTENANCE
EXPENDITURE FOR MAINTENANCE OF MAIN AND SECONDARY HIGHWAYS
FOR THE YEAR ENDING MARCH 31, 1950

LOCATION	Miles	Amount
Walsh to Bassano	136	\$ 50,239.89
Medicine Hat to Grassy Lake	49	9,873.65
Carway to Nanton	105	29,978.92
Grassy Lake to Crownsnest	152	82,359.45
Lethbridge to Coultts	63	10,164.28
Lethbridge to Waterton	70	32,768.58
Pincher to Waterton	31	16,004.86
Monarch to Carmangay	25	8,875.44
Lethbridge to Turin	35	8,808.61
Cardston to Immigrant Gap	17	331.28
Bassano to Banff	152	44,171.20
Nanton to 3 miles S. of Didsbury	91	27,964.56
Okotoks to Longview	24	13,474.02
Calgary to Bowness Park	5	1,632.28
Inverlake to S.E. 16-28-21-4	57	26,985.99

DEPARTMENT OF PUBLIC WORKS

S.E. 16-28-21-4 to Alsask	149	43,818.40
Drumheller to Wayne	8	3,306.52
Beiseker to 1 mile S of Twining	25	5,984.46
Midnapore to Black Diamond	31	10,311.61
Carmanagay to High River	64	16,117.16
Vulcan Corner to Cheadle	44	12,531.90
Carbon—West and South	17	2,628.05
Wetaskiwin to Edmonton	38	17,301.34
Hayter to Wetaskiwin	166	57,089.79
Edmonton to Marsden Corner	171	52,566.98
Fort Sask. Bridge to Chapman Corner	37	16,054.65
Lloydminster to Edmonton	154	53,442.66
Marsden Corner to Lloydminster and North	48	4,642.29
Battle River to Viking	52	4,771.43
Wainwright to Vermilion	37	5,276.57
Bruderheim to Myrnam	93	25,508.45
Cooking Lake Highway to Airport	1	178.61
3 miles S of Didsbury to Wetaskiwin	99	31,103.46
Red Deer to Windy Point	129	17,307.43
Compeer to Nevis	145	35,956.68
Nevis to Lacombe and Rimbey	75	26,718.11
Wetaskiwin to Norbuck Junction	51	9,417.63
Bentley to Sylvan Lake	11	1,987.58
1 mile S of Twining to Nevis	62	12,962.82
Olds to Sundre	24	8,503.53
Hanna to Battle River	64	12,078.29
Penhold to Lousana	28	4,926.74
Vilna to St. Paul-Cold Lake	115	42,057.94
Lac La Biche to N.E. 24-67-18-4	27	7,352.06
Edmonton to Jasper Park Boundary	199	88,318.02
Jasper Highway to Edmonton Beach	2	135.62
Jasper Highway to Kapasiwin Beach	2	82.85
Jasper Highway to Seba Beach	2	1,627.85
Jasper Highway to Peers and McLeod River	9	1,083.47
Alberta Beach Road	6	653.47
To Country Club	2	3,517.35
Leduc to Breton	49	13,188.43
Carvel Corner to Whitecourt	85	16,167.36
Bickerdike to Mountain Park	68	11,141.33
Leyland to Luscar	4	612.24
Coalspur to Foothills	12	843.46
Edmonton to West of 73-10-5	214	79,292.02
Edmonton to Fort Sask. Bridge	11	11,939.03
Clyde to Barrhead Corner	31	11,494.38
Edmonton to Vilna	98	31,170.63
Namoo to Gibbons	17	3,703.87
Westlock to Smith	78	18,486.08
N.E. 24-67-18-4 to Boyle	23	7,402.43
Dunvegan to Pouce Coupe	113	43,139.67
Triangle to Grande Prairie	106	30,626.68
E. of 73-11-5 to Dunvegan	194	47,216.08
Grimshaw to North Provincial Boundary	303	104,978.70
General		122,999.87
TOTAL	4,605	\$1,555,357.04

EXPENDITURE ON CONSTRUCTION AND MAINTENANCE OF DISTRICT
HIGHWAYS AND LOCAL ROADS
FOR THE YEAR ENDED MARCH 31, 1950

GRANTS TO IMPROVEMENT DISTRICTS		TOTAL
I.D.		
General	\$	36,785.08
General District 1		6,419.88
General District 2		2,141.44
General District 3		225.10
General District 4		7,632.98
General District 6		3,209.42
General District 7		13,623.18
General District 8		2,170.07
General District 9		1,893.35
General District 11		2,942.21
General District 12		8,325.81
I.D. 1		8,130.89
I.D. 3		20,917.60
I.D. 10		7,772.00
I.D. 11		47,272.16
I.D. 15		51,198.26
I.D. 21		21,578.90
I.D. 22		3,345.67
I.D. 23		19,620.85
I.D. 27		7,328.85
I.D. 39		10,157.48
I.D. 41		21,110.05
I.D. 42		15,569.24
I.D. 46		23,257.94
I.D. 50		35,111.80
M.D. 55		2,398.97
M.D. 57		1,755.81

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EXPENDITURE ON CONSTRUCTION AND MAINTENANCE OF DISTRICT
HIGHWAYS AND LOCAL ROADS
FOR THE YEAR ENDED MARCH 31, 1950
GRANTS TO MUNICIPAL DISTRICTS

M D		TOTAL
2		12,287 00
4		11,466.00
5		27,715.00
6		13,261 70
9		20,180 00
12		6,904 00
13		3,609 00
14		14,621 35
16		15,073.00
25		20,002 00
26		31,991.00
28		36,806.88
29		27,395.00
30		16,201.18
31		25,599.00
32		26,134 00
34		6,973 32
40		17,783 00
43		20,555 00
44		27,978.00
45		15,364.00
47		26,017 00
48		48,810 00
49		53,294.00
52		31,614.00
53		28,176.00
54		47,824 81
55		61,978.00
56		14,149.00
57		14,137.00
61		29,632.00
62		46,331.00
63		63,064.00

64	37,121 00
66	33,333 00
67	9,854 00
71	59,227 00
72	33,548 00
73	40,130 00
74	32,852 40
75	49,250 73
81	50,695 00
82	45,085 00
83	32,061 00
84	42,015 02
86	43,801 00
87	9,074 00
88	7,532 00
89	53,864 00
90	28,289 00
91	27,983 00
92	42,339 00
93	55,047 00
94	17,991 36
103	38,640 00
127	51,426 00
133	8,657 00
135	11,662 00
136	10,881 00
* General	2,369 81
	<u>\$1,737,654 56</u>

* NOTE—General is expenses incurred by Engineering Inspections.

SUMMARY

INCOME ACCOUNT	
Appropriation 707-1-A—Grants to Improvement Districts	\$1,099,741 69
Appropriation 707-1-B—Grants to Special Areas	60,000 00
Appropriation 707-1-C—Grants to Municipal Districts	1,737,654 56
	<u>\$2,897,396 25</u>

NOTE—Salaries are included in Appropriation 724

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENTS OF FERRIES
FOR YEAR ENDING MARCH 31, 1950

Location	River	Operation and Maintenance	Replacements and Installation	Total
Desjarlais	North Saskatchewan	\$ 2,767 78	\$ 713 83	\$ 3,481 61
Holmes Crossing	Athabasca	3,488 90	133 59	3,622 49
Dorothy	Red Deer	2,140 85		2,140 85
Pakan	North Saskatchewan	7,940 46	36 29	7,976 75
Garrington	Red Deer	2,818 71		2,818 71
*North of Lloydminster	North Saskatchewan	1,196 89		1,196 89
Athabasca	Athabasca	6,665 93	1,279 57	7,945 50
Tolman Crossing	Red Deer	2,178 82		2,178 82
Letts Crossing	Pembina	1,374 07	65	1,374 72
Shandro	North Saskatchewan	3,893 05	894 81	4,787 86
Hopkins	North Saskatchewan	1,823 29	2 30	1,825 59
Hutton	Red Deer	2,128 60		2,128 60
Lac Ste Anne	Narrows	1,340 76		1,340 76
Lea Park	North Saskatchewan	4,810 32	326 20	5,136 52
Eldorena	North Saskatchewan	3,336 37	104 14	3,440 51
Sangudo	Pembina	1,300 67		1,300 67
South of Holburn	North Saskatchewan	1,311 05	142 88	1,453 93
Dunvegan	Peace	5,026 19		5,026 19
Bow Island	South Saskatchewan	1,641 98	23 86	1,665 84
North of Myrnam	North Saskatchewan	4,104 84	87 45	4,192 29
Genesee	North Saskatchewan	2,216 53	7 41	2,223 94
Steveville	Red Deer	3,107 91	316 52	3,424 43
Goodwin Crossing	Smoky	3,390 55		3,390 55
West of Munson	Red Deer	1,420 07		1,420 07
Berrymoor	North Saskatchewan	1,383 99	713 83	2,097 82
Innegan	Red Deer	1,597 39	16 55	1,613 94
Lindberg	North Saskatchewan	2,962 85	3,282 12	6,244 97
Allendale Crossing	McLeod	1,691 61	3 87	1,695 48
Vinca Crossing	North Saskatchewan	2,087 50	54 82	2,142 32
McLeod Valley	McLeod	3,043 27	405 93	3,449 20
North of Jenner	Red Deer	1,414 21		1,414 21
Gregory Crossing	Red Deer	2,507 96	1,564 99	4,072 95
Elk Point	North Saskatchewan	5,202 02	212 88	5,414 90
West of Mornin	Red Deer	3,276 54	3,851 20	7,127 74
Woodbend	North Saskatchewan	8,447 65	644 82	9,092 47
South of Falher	Little Smoky	2,964 32		2,964 32
Grovedale	Wapiti	2,981 79		2,981 79

Klondyke Crossing	Athabasca	1,952 20	60	1,952.80
Flatbush	Pembina	2,891 03	63 07	2,954 10
South of Wembley	Wapiti	2,655.85	1,591.92	4,247 77
East Coulee	Red Deer	5,942 23	5,003 11	10,945 34
West of Fawcett	Pembina	1,536 49		1,536 49
South of Crowfoot	Bow	1,650.71	5 40	1,656 11
South of Fawcett	Pembina	1,695 94		1,695 94
Waskateneau	North Saskatchewan	2,668 44		2,668 44
North of Blue Ridge	Athabasca	2,822 41	60	2,823 01
Mahaska	McLeod	1,398.70	1 25	1,399.95
North of Atlee	Red Deer	1,341.68	4,511 82	5,853 50
Watino	Smoky	4,296.37	617 13	4,913.50
Forbesville	North Saskatchewan	2,172 42		2,172 42
South of Empress	South Saskatchewan	3,063.62		3,063 62
Rosevear	McLeod	1,390 49	45.89	1,436.38
Warspite	North Saskatchewan	1,843.80	149 44	1,993 24
Fort Vermilion	Peace	2,155 87		2,155 87
Heinsburg	North Saskatchewan	4,515 94	433 44	4,949.38
Beauvallon	North Saskatchewan	2,002 73	1.35	2,004 08
Bowslope	Bow	3,245 15	213 97	3,459 12
Ferries Maintenance and Operation General		7,470 09		7,470 09
		<u>\$169,697.85</u>	<u>\$27,459 50</u>	<u>\$197,157 35</u>

* This Ferry on 4th Meridian and Operated by the Province
of Saskatchewan, the Province of Alberta Paying 50% of
the Operating Cost

EXPENDITURE ON FERRIES-CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1950

Location	River	Total
Des, arlais	North Saskatchewan	\$ 17 50
Holmes Crossing	Athabasca	2,182 51
Pakan	North Saskatchewan	211.10
Athabasca	Athabasca	17.50
Tolman Crossing	Red Deer	790.99
Hopkins	North Saskatchewan	84.70
Shandro	North Saskatchewan	17 50
Bow Island	South Saskatchewan	809.79
Berrymoor	North Saskatchewan	17 50
Lundberg	North Saskatchewan	17 50
Allendale Crossing	McLeod	10 00
Gregory Crossing	Red Deer	40.53
West of Morrin	Red Deer	17.50
Woodbend	North Saskatchewan	8 23
South of Falher	Little Smoky	103.53
Flatbush	Pembina	43.22
East Coulee	Red Deer	17.50
South of Crowfoot	Bow	106 32
North of Atlee	Red Deer	17.50
North of Blue Ridge	Athabasca	33.61
Mahaska	McLeod	91.15
Forbesville	North Saskatchewan	92 11
Warspite	North Saskatchewan	149 88
Ferries Construction—General		24 12
		<u>\$4,921 79</u>

SUMMARY

Appropriation—704-B	\$197,157 35
Appropriation—752-B	4,921 79
	<u>\$202,079 14</u>

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1st, 1949, to March 31st, 1950

(L. G. GRIMBLE, *Chief Bridge Engineer*)

Bridges constructed in the season 1949 to 1950 have been to a higher standard, with wider roadways and heavier load-carrying capacities than in previous years. The minimum roadway width for outlying districts was 20' clear roadway and the minimum loading 2 15-ton trucks.

Main highway bridges and all steel and concrete bridges were built to carry 2 20-ton trucks abreast. New timber bridges in all cases were constructed of creosoted Douglas Fir

The ferry service over the North Saskatchewan River at Elk Point was replaced by a steel bridge on concrete piers. This bridge is made up of 2—150', 2—200' and 1—250' steel spans.

The concrete substructure for a steel bridge over the Pembina River was constructed. This is a 200' span steel truss. This bridge replaces two Ferries, one South and one West of Fawcett.

The concrete substructure was built for a steel bridge over the Beaver River on Highway No. 28, near Cold Lake.

A 140' long continuous reinforced concrete bridge was built over the Little Bow River, Carmangay, on Highway No. 23-A.

A 3-span continuous reinforced concrete slab bridge was constructed over Pincher Creek, on Highway No. 6-A.

Steel trusses were erected on the concrete piers for the bridge crossing the Big Smoky River, 25 miles East of Grande Prairie. This bridge is made up of 2—60', 1—250' and 2—200' steel spans.

A new concrete substructure was constructed for the 450' long steel bridge over the Little Smoky River on Highway No. 34-A, West of High Prairie.

A 60' steel beam span was erected over Pipestone Creek at Gwynne.

The 60' span rigid frame concrete bridge over Black Mud Creek on Highway No. 2 was widened to a 56' roadway.

Steel trusses were erected on concrete piers for the new bridge over the Red Deer River at Empress. This structure is made up of 4—175' spans.

A 145' long continuous reinforced concrete bridge was built over Crowfoot Creek on Highway No. 1, near Cluny.

A concrete foundation steel bridge was constructed over the James River, North of Sundre. This consists of 1—100' and 2—80' steel spans.

A 140' long steel girder bridge was constructed over Beaverhill Creek, on Highway No. 45, near Bruderheim.

1—200' and 2—100' steel trusses were erected on concrete piers for the Bow River Bridge at Cluny.

A Railroad Grade Separation was constructed at Bremner for the new paved Highway No 16.

A 60' steel span was constructed over the Paddle River, North of Rochfort Bridge.

A new 80' steel bridge was built over Trout Creek, West of Claresholm.

SUMMARY OF WORK UNDERTAKEN

Steel bridges Constructed	15
Steel bridges Reconstructed	15
Steel bridges Repaired	136
Reinforced Concrete Bridges Constructed	4
Timber Bridges Constructed	80
Timber Bridges Reconstructed	174
Timber Bridges Repaired	227
Large Steel Culverts Replacing Bridges	94
Stream Control Projects	2
Timber Cattlepasses Constructed	7
Total	<u>754</u>

MAIN HIGHWAYS BRANCH

(A. FRAME, *Highway Commissioner*)

During the season of 1949 a total of 528.10 miles of highways was graded, 11.09 miles were re-conditioned and 730.42 miles were gravel surfaced.

In addition 96.60 miles of Stabilized Base Course were placed, together with 137.82 miles of Hot Plant Mix Surface Course and 208.99 miles of Asphaltic Seal Coat. 27.03 miles of Surface Treatment were also done and 386.61 miles of centre-line striping were painted.

During the season a program of shoulder widening was started and 9.10 miles of this work was done on Highway 16, east of Edmonton.

Included in the above are 7.92 miles of grading which was done between Edmonton and Nisku on Highway No. 2 in connection with widening this section to four traffic lanes. Widening of the existing pavement to four lanes was also done on Highway No. 16, from Edmonton City limits through Jasper Place, for a distance of 0.54 miles.

The Construction season ended with nearly all contract work completed, only 17 miles of grading and 6 miles of Asphalt Surfacing had to be carried over.

During the winter considerable gravel crushing to stockpile was done. Three Government Crushers operated all winter, as well as two gravel contractors. Three large stockpiles of pit-run gravel were also produced.

Following is a statement of the work performed during the year ended March 31, 1950:

HIGHWAY CONSTRUCTION, 1949-50

GRADING—MAIN HIGHWAYS

PROJECT	LOCATION	MILES	TYPE	WORK DONE BY
1-B-2	Gleichen-Bassano	12.25	S.E.G.	Contract
2-A-1	Cardston-Carway	5.10	S.E.G.	Contract
2-D-1 & 2	Ponoka Revision	1.76	S.E.G.	Day Labour
2-D-3	Devon Turnout	0.25	S.E.G.	Day Labour
2-D-3	Edmonton-Nisku	7.92	S.E.G.	Day Labour
2-G-4	Peace River Hill Revision	3.69	S.E.G.	Contract
2-H-2	Dunvegan Hill	0.53	S.E.G.	Day Labour
2-K-2	Beaverlodge-B.C. Boundary	6.37	S.E.G.	Day Labour
3-A-1 & 2	Burdett-Medicine Hat	3.88	S.E.G.	Contract
3-B-3	Pincher-Lundbreck	12.23	S.E.G.	Contract
5-A-2	Cardston-Belly River	12.88	S.E.G.	Contract
6-A	Pincher-Drywood River	16.47	S.E.G.	Contract
9-A-1	Inverlake-North Keoma	17.27	S.E.G.	Contract
11-A	Jet Hwy 2—Sylvan Lake	11.09	G.R.	Day Labour
11-B	Horburg-Saunders	13.79	S.E.G.	Contract
11-B	West Ferrier-Horburg	5.05	S.E.G.	Contract
12-A	Montor-Altario	20.61	S.E.G.	Contract
12-B-2	Stettler-Botha	8.89	S.E.G.	Contract
12-C-1	Lacombe-Alix	21.52	S.E.G.	Contract
13-B-4	Wetaskiwin-Camrose	7.98	S.E.G.	Contract
13-B-4	Camrose Reservoir	0.27	S.E.G.	Day Labour
14-A	North Chauvin-Sask. Bdy	5.78	S.E.G.	Contract
15-A-2	Fort Sask.-Chipman	24.58	S.E.G.	Contract
16-B-2	Baker School-Chipman Cor	3.50	S.E.G.	Contract
16-C-1	Edmonton-West	1.50	S.E.G.	Day Labour
16-C-2 & 3	Seba Corner-Styal	7.47	S.E.G.	Contract
36-A-2	Castor-Battle River	16.81	S.E.G.	Contract
37-A	Gibbons-Coronado	3.60	S.E.G.	Day Labour
48-A-1	Elkwater-Wild Horse	39.48	S.E.G.	Contract
Total		292.52		
S.E.G.—Standard Earth Grade		281.43 miles		
By Contract		259.23 miles		
G.R.—Grade Reconditioning		11.09 miles		
By Day Labour		33.29 miles		

GRADING—SECONDARY HIGHWAYS

Project	Location	Miles	Type	Work Done by
12-D-2	Rimbey-Bluffton	2 10	S.E.G.	Day Labour
12-D-2	Bluffton-Hoadley	9.31	S.E.G.	Contract
12-D-2	Jct. Hwy. 19-Winfield	4 26	S.E.G.	Day Labour
18-A-2	Barrhead-Cor-Fort Assiniboine	24 71	S.E.G.	Day Labour
19-A-1	Wetaskiwin-Falun	20.00	S.E.G.	Contract
19-A-1	Falun-Pigeon Lake	8 30	S.E.G.	Day Labour
21-A-1	Beiseker-Swalwell	21 17	S.E.G.	Contract
22-A	Black Diamond-Turner Valley	0 67	S.E.G.	Day Labour
23-A-1	Monarch-Champion	6 27	S.E.G.	Contract
23-A-1 & 2	Champion-Vulcan	13 46	S.E.G.	Contract
23-A-2	High River East	2 44	S.E.G.	Day Labour
23-A-2	East High River-East Blackie	19 90	S.E.G.	Contract
23-A-2	East Blackie-Jct. Hwy. 24	3 41	S.E.G.	Contract
25-A	Lethbridge-Iron Springs	11 19	S.E.G.	Contract
28-C-1	Cold Lake-Beaver Crossing	1 43	S.E.G.	Contract
28-C-2	Beaver Crossing-Fort Kent	15 65	S.E.G.	Contract
28-C-2	Fort Kent-West	2 80	S.E.G.	Contract
35-A-1	Grimshaw-Bear Creek	9 77	S.E.G.	Contract
43-A-2	Greencourt-Blue Ridge	11 55	S.E.G.	Day Labour
45-A-1	Andrew-Bruderheim	3 04	S.E.G.	Contract
46-A & B	Boyle-Alpen	15 66	S.E.G.	Day Labour
49-A-1	Falher-Watino	14 53	S.E.G.	Day Labour
50-A	Tees-Mirror	9 02	S.E.G.	Contract
Total		230 64		
S.E.G.—Standard Earth Grade		230.64 miles		
By Day Labour		84 22 miles		
By Contract		146.42 miles		

MISCELLANEOUS

43 30	Vermilion-Rusylvia	11.50	S.E.G.	Contract
4903	Jct. Hwy. 2 (South Lacombe)-Jct Hwy. 12	3 15	S.E.G.	Day Labour
41-3-21	Kirriemuir Connection	1 38	S.E.G.	Contract
Total		16.03		
S.E.G.—Standard Earth Grade		16 03 miles		
By Contract		12.88 miles		
By Day Labour		3.15 miles		

GRADING SUMMARY

	Main Highway	Secondary Highway	Miscellaneous	Totals
Standard Earth Grade	281.43	230.64	16.03	528.10
Grade Reconditioning	11.09			11 09
Totals	292.52	230 64	16.03	539.19
By Contract	259 23	146.42	12 88	418.53
By Day Labour	33 29	84.22	3.15	120.66
Totals	292 52	230.64	16 03	539.19

SHOULDER WIDENING—MAIN HIGHWAYS

Project	Location	Miles	Work Done by
16-B-2	Edmonton-Bremner Underpass	9 10	Day Labour

FIRST COURSE GRAVEL SURFACING—MAIN HIGHWAYS

Project	Location	Miles	Work Done by
1-B-2	Crowfoot-Bassano	12 85	Day Labour
2-D-1 & 2	Ponoka-Revision	1 76	Day Labour
2-D-3	Devon Turnout	0 25	Day Labour
2-D-3	Edmonton-Nisku	4 99	Day Labour
2-H-2	Fairview-Dunvegan	3 77	Day Labour
2-J-1	Dunvegan-Rycroft	2 29	Day Labour
2-J-1	Rycroft-Woking	4 79	Day Labour
2-K-2	Hythe-B.C. Bdy	7 20	Day Labour
3-A-1 & 2	Burdett-Medicine Hat	4 00	Day Labour
3-B-3	Pincher-West	1 04	Day Labour
3-B-3	Pincher-Lundbreck	12 27	Contract
5-A-2	Leavitt-East Mtn. View	1 25	Day Labour
5-A-2	East Mtn. View-East Belly River	10 00	Contract
5-A-2	East Belly River-Belly River	1 63	Day Labour
6-A	Pincher-Pincher Creek	2 38	Day Labour
6-A	Pincher-Drywood River	14 12	Contract
9-A-1	Inverlake-North Keoma	17 40	Contract

DEPARTMENT OF PUBLIC WORKS

11-B	West Ferner-Saunders	26 99	Contract
11-B	Rocky Mtn House-West	1 33	Contract
12-A	Monitor-Altario	20 61	Contract
12-B-2	Stettler-Botha	9 17	Contract
12-C-1	Lacombe-Alix	21 50	Contract
13-B-4	Wetaskiwin-Camrose	9 01	Day Labour
13-B-4	Camrose Reservoir	0 27	Day Labour
14-A	North Chauvin-Sask Bdy	10 28	Day Labour
15-A-2	Fort Sask -East	1 23	Day Labour
15-A-2	Fort Sask -Chipman	23 46	Contract
16-C-2- & 3	Seba Cor -Styal	8 08	Day Labour
36-A-1	Viking-Killam	23 20	Contract, 2nd Lift
36-A-2	Castor-Battle River	12 50	Contract
48-A-1	Elkwater-Wild Horse	19 29	Contract
Total		288.91	
By Contract		211 84 miles	
By Day Labour		77 07 miles	

FIRST COURSE GRAVEL SURFACING—SECONDARY HIGHWAYS

Project	Location	Miles	Work Done by
12-D-2	Rimbey-Bluffton	8 93	Contract
18-A-2	Barrhead-Ft Assiniboine	22 04	Contract
18-A-2	Holmes Crossing-Ft Assiniboine	2 54	Day Labour
19-A-1	Wetaskiwin-Pigeon Lake	10 51	Contract
19-A-1	Wetaskiwin-Pigeon Lake	17 80	Day Labour
19-A-2	Westerose-Winfield	22 98	Contract
21-A-1	Beiseker-Swalwell	21 17	Contract
22-A	Black Diamond-Turner Valley	0 67	Day Labour
23-A-1	Monarch-Champion	8 87	Contract
23-A-1 & 2	Champion-Vulcan	13 46	Contract
23-A-2	East Blackie-Jet Hwy 24	7 99	Day Labour
23-A-2	High River-East Blackie	20 22	Contract
25-A	Lethbridge-Iron Springs	12 19	Contract
28-C-1	Beaver Crossing-North	1 84	Contract
28-C-2	Beaver Crossing-West Ft Kent	18 51	Contract
35-A-1	Grimshaw-Bear Creek	9 77	Day Labour
43-A-2	Greencourt-Blue Ridge	11 47	Contract
45-A-1	Bruderheim-Jet Hwy 15	2 05	Contract
45-A-1	St Michael-Bruderheim	16 47	Contract, 2nd Lift
49-A-1	Falher-Watino	7 69	Day Labour
50-A	Tees-Mirror	9 02	Day Labour
Total		246 19	
By Contract		190 71 miles	
By Day Labour		55 48 miles	

MISCELLANEOUS

Project	Location	Miles	Work Done by
4903	Jct. Hwy. 2 (South Lacombe)-Jet Hwy 12	3.15	Day Labour
41-3-21	Kirremuir Connection	1 38	Contract
43 30	Vermilion-North	0 53	Day Labour
Total		5 06	
By Contract		1 38 miles	
By Day Labour		3.68 miles	

REPLACEMENT GRAVEL SURFACING—MAIN HIGHWAYS

Project	Location	Miles	Work Done by
2-F-4	Kinuso-Slave Lake	31.31	Day Labour
2-G-1	Kinuso-Faust	1.60	Day Labour
2-J-2 & 2-K-1	Jet Hwy 34-Beaverlodge	30.13	Day Labour
2-K-2	Hythe-B C. Bdy	2 44	Day Labour
13-B-2 & 3	Camrose-Strome	15 66	Contract
14-C-3	Edmonton-Cooking Lake	19 79	Contract
16-A-3	Vegreville-West Innisfree	21.74	Contract
36-A-2	Battle River Hills	2 12	Contract
Total		124.79	
By Contract		59 31 miles	
By Day Labour		65.48 miles	

SECONDARY HIGHWAYS

Project	Location	Miles	Work done by
12-D-1	Bentley-Rimbey	16.27	Contract
28-C-1	Beaver Crossing-Cold Lake	7.23	Contract
39-A-1	Leduc-Calmar	15.00	Contract
43-A-1	Carvel Cor -Onoway	12.00	Contract
43-A-2	Mayerthorpe-Greencourt	5.47	Contract
47	Coalspur-Cadomin	9.50	Day Labour
Total		65.47	
By Contract		55.97 miles	
By Day Labour		9.50 miles	

GRAVELLING SUMMARY

	Main Highways	Secondary Highways	Miscellaneous	Totals
First Course Graveling	288.91	246.19	5.06	540.16
Replacement Graveling	124.79	65.47	...	190.26
Totals	413.70	311.66	5.06	730.42
By Contract	271.15	246.68	1.38	519.21
By Day Labour	142.55	64.98	3.68	211.21
Totals	413.70	311.66	5.06	730.42

STABILIZED BASE COURSE AND ASPHALTIC SURFACING

STABILIZED BASE COURSE—MAIN HIGHWAYS

Project	Location	Miles	Type	Work Done by
2-D-1	South Morningside-Ponoka	6.81	Road Mix Stabilized	Contract
2-D-2	Highway Through Millet	0.34	Road Mix Stabilized	Contract
2-E-1	Mornville-Clyde Cor. S	3.01	Road Mix Stabilized	Contract
3-A-1	Winnifred-Medicine Hat	25.22	Road Mix Stabilized	Contract
15-A-1	Oliver-Fort Sask.	3.00	Road Mix Stabilized	Contract
16-A-1	Kitiscoty-Lloydminster	15.33	Road Mix Stabilized	Contract
16-B-2	Edmonton-Chipman Cor	34.01	Road Mix Stabilized	Day Labour
16-C-1	Edmonton West	0.54	Road Mix Stabilized	Day Labour
28-A-1	Edmonton-Namoo	8.07	Road Mix Stabilized	Day Labour
Total		96.33		
By Contract		53.71 miles		
By Day Labour		42.62 miles		

MISCELLANEOUS

Project	Location	Miles	Type	Work Done by
6325E	Ponoka-Ponoka Institute	0.27	Road Mix Stabilized	Contract
Total		0.27 miles		

ASPHALTIC SURFACING—MAIN HIGHWAYS

Project	Location	Miles	Type	Work Done by
2-B-1 & 2	High River-Macleod	21.80	2" Hot Plant Mix Surface Course	Contract
2-A-2	Highway Through Macleod	1.62	2" Hot Plant Mix Surface Course	Contract
2-D-1	South Morningside-Ponoka	13.61	2" Hot Plant Mix Surface Course	Contract
2-D-2	Highway Through Ponoka	0.93	2" Hot Plant Mix Surface Course	Contract
2-D-2	Highway Through Millet	0.34	2" Hot Plant Mix Surface Course	Contract
2-E-1 & 2	Mornville-Clyde Cor	8.50	5" Hot Plant Mix Surface Course	Contract
3-A-1	Winnifred-Medicine Hat	25.22	2" Hot Plant Mix Surface Course	Contract
3-B-1	Old Man River Bridge	0.23	2" Hot Plant Mix Surface Course	Contract
3-B-2	Pineher Creek Bridge	0.50	2" Hot Plant Mix Surface Course	Contract
11-A	Jet. Hwy. No. 2-Sylvan Lake	12.75	Surface Treatment	Day Labour
12-D-1	Lacombe-Bentley	14.28	Surface Treatment	Day Labour
15-A-1	Edmonton Fort Saskatchewan	6.85	2" Hot Plant Mix Surface Course	Contract
16-A-1	Lloydminster-Kitiscoty	15.33	5" Hot Plant Mix Surface Course	Contract
16-B-2	Edmonton-Chipman Corner	34.01	2" Hot Plant Mix Surface Course	Day Labour
16-C-1	Edmonton-West	0.54	2" Hot Plant Mix Surface Course	Day Labour
28-A-1	Edmonton-Namoo	8.07	2" Hot Plant Mix Surface Course	Day Labour
2-B-1 & 2	High River-Macleod	49.07	Seal Coat	Contract
2-A-2	Highway Through Macleod	1.62	Seal Coat	Contract
2-D-1	Red Deer-S. of Morningside	17.51	Seal Coat	Contract

2-D-1	S of Morningside-Ponoka	13 61	Seal Coat	Contract
2-D-2	Ponoka-Wetaskiwin	22 53	Seal Coat	Contract
2 D-2 & 3	Wetaskiwin-South of Leduc	20 04	Seal Coat	Contract
2-E-1 & 2	Morinville-Clyde Cor.	24 96	Seal Coat	Contract
3-B-1	Macleod-Lethbridge	29 94	Seal Coat	Contract
3-B-2	Macleod-Pincher	28 46	Seal Coat	Contract

Total.....372 32

By Contract (Hot Plant Mix Surface Course) ..	94 93 miles
By Day Labour (Hot Plant Mix Surface Course) ..	42 62 miles
By Day Labour (Surface Treatment) ..	27.03 miles
By Contract (Seal Coat) ..	207.74 miles
Hot Plant Mix Surface Course	137.55 miles
Surface Treatment	27 03 miles
Seal Coat ..	207 74 miles

MISCELLANEOUS

6325-E	Ponoka-Ponoka Institute ..	0.27	2" Hot Plant Mix Surface Course	Contract
6325-E	Ponoka-Ponoka Institute ..	1 25	Seal Coat	Contract

Total .. 1 52

STABILIZED BASE AND ASPHALTIC SURFACING SUMMARY

Subgrade Preparation Gravel	87,105 Cubic Yards
Stabilized Base Course Gravel	989,861 Tons
Plant Mix Aggregate	543,885 Tons
Shoulder Aggregate	73,667 Tons
Total Asphalt Used	4,086,015 Gallons
Seal Coat Sand	3,168 Tons
Seal Coat 1/2-Inch Chups	24,851 Cubic Yards
Seal Coat Area.....	2,763,140 Square Yards

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL PROJECTS

	Day Labour	By Contract	Total Cubic Yards
Pit Run to Trucks.....	57,217	32,190	89,407
Pit Run to Stockpile ..	137,990		137,990
Crushed Gravel to Trucks	26,599	604,358	630,957
Crushed Gravel to Stockpile ..	502,370	304,350	806,720
Crushed Gravel from Stockpile to Trucks ..	115,939	69,008	184,947
	840,115	1,009,906	1,850,021

CENTRE-LINE PAINTING

Project	Location	Miles	Work Done by
2-B-1	Macleod-Stavely.....	34 55	Contract
2-B-2	Stavely-High River.	33 63	Contract
2-C-2	Carstairs-Bowden	29 25	Contract
2-C-3	Bowden-Red Deer	24 96	Contract
2-D-1	Red Deer-Ponoka.....	30 79	Contract
2-D-2	Ponoka-Millet	32 55	Contract
2-D-3	Millet-Leduc	11 59	Contract
2-E-1	Edmonton-Legal	25 23	Contract
2-F-2	Legal-Clyde Cor	14 83	Contract
3-A-3	Lethbridge-Taber	29 61	Contract
3-B-1	Lethbridge-Macleod	29 94	Contract
3-B-2	Macleod-Pincher	28 46	Contract
16-B-2	Edmonton-Chipman Cor.	34.30	Contract
16-C-1	Edmonton-Stony Plain.....	26.92	Contract
	Total ..	386 61	

MAIN HIGHWAYS CON
STATEMENT OF EXPENDITURE APRIL

Project No.	Description	Total	Engineering	Grading	Culverts	Fencing	Corr sa ¹
3083	General and Administration	\$ 169,780.41	\$ 1,833.08	\$ 4,094.17			\$
3077	Pit Sidings and Gravel Pits	24,372.25	13,264.68				
6325E	Ponoka Institute Road	4,648.09					
49.03	Jct. No. 2 S. of Lacombe-E. to Hwy. No. 12	17,068.50	2,397.16	10,381.35	\$ 1,452.17		
41.3.21	Kirriemuir-Jct. Highway No. 12	5,170.89	629.68	3,512.25	49.34		
1A1	Sask. Boundary to Medicine Hat	12.10	12.10				
1A2	Medicine Hat to Kininvie	87.76	87.76				
1B1	Brooks to Bassano	590.64	50.64	340.00			
1B2	Bassano to N.E. 12-24-23-4	170,090.69	4,496.75	129,349.64	8,825.50	\$ 5,571.27	
1B3	N.E. 12-24-23-4 to Calgary	8,375.47	5,447.84				
1C1	Calgary to Radnor	16,165.47	7.40				
1C2	Radnor to Banff Park	297.00					
2A1	Carway to Cardston	64,192.01	12,178.88	29,583.26	15,028.26	5,870.11	
2A2	Cardston to Macleod	4,985.63	.55	728.85			
2B1	Macleod to Stavely	256,737.40	6,387.66	2,237.01	1,087.46		
2B2	Stavely to High River	71,957.87	547.13	1,028.05	39.22		
2B3	High River to Calgary	3,396.76	22.89	20.64	3,353.23		
2C1	Calgary to Carstairs	1,982.04					
2C2	Carstairs to Bowden	3,414.80	69.20				
2C3	Bowden to Red Deer	1,936.63			81.00		
2D1	Red Deer to Ponoka	220,046.43	7,131.99	40,734.38	5,558.04	351.21	
2D2	Ponoka to Millet	98,774.44	3,762.96	202.20	1,285.80	1.00	
2D3	Millet to Edmonton	305,156.28	7,759.20	95,213.57	12,352.09	30.79	
2E1	Edmonton to Legal	20,969.83	422.30	200.10			
2E2	Legal to Rochester	172,506.55	6,275.73	326.90			
2F1	Athabasca to Lawrence Lake	54.72	54.72				
2F2	Lawrence Lake to Smith	54.70	54.70				
2F4	Slave Lake to Kinuso	53,960.57	2,773.69	605.25			
2G1	Kinuso to Arcadia	22,082.82	543.62				
2G2	Arcadia to Triangle	49,052.53	3,261.92	10.00			
2G3	Triangle to Donnelly	38,388.56	5,837.06				
2G4	Donnelly to Peace River	64,363.42	7,119.04	54,182.40	2,534.18	1.80	
2H2	6th Meridian to Dunvegan	44,928.19	4,738.58	37,865.64	24.00	8.25	
2J1	Dunvegan to Woking	2,890.66	213.80	337.40			
2J2	Woking to Grande Prairie	2,316.11	204.28	480.50			
2K1	Grande Prairie to Beaverlodge	15,630.15	1,021.68				
2K2	Beaverlodge to B.C. Boundary	56,759.71	4,303.13	35,344.05	678.16	1,906.09	
3A1	Medicine Hat to Bow Island	502,317.27	12,726.72	728.85	140.60	60.48	
3A2	Bow Island to Taber	52,003.65	2,683.86	43,380.86	763.43	172.00	
3A3	Taber to Lethbridge	666.00					
3B1	Lethbridge to Macleod	54,975.01	1,787.40	190.91	49.03		
3B2	Macleod to Pincher	56,127.33	1,639.33	8.80		204.03	
3B3	Pincher to Frank	133,900.88	17,173.49	81,553.99	19,240.13	1,560.56	
3B4	Frank to B.C. Boundary	5,976.42	5,976.42				
4A1	Lethbridge to Warner	1,235.06	88.08	840.23	156.75		
4A2	Warner to Coultts	446.01		446.01			
5A1	Lethbridge to Cardston	23,776.71	18.82	1,294.63			
5A2	Cardston to Waterton Park	238,517.28	16,305.65	160,540.08	33,624.79	7,635.81	
6A	Pincher to Waterton Park	182,363.42	15,464.86	118,418.97	26,981.43	5,395.25	
7A	Okotoks to Black Diamond (South)	2,636.46	10.20	272.09	791.29	1.88	
9A1	Jct. No. 2 Hwy. to Beiseker	127,510.62	11,631.99	73,148.77	12,781.13	1,585.97	
9A2	Beiseker to Drumheller	8,250.47	8,120.83				
11A	Jct. No. 2 Hwy. to Rocky Mtn. House	69,746.32	2,858.28	11,050.39	17.48		
11B	Rocky Mtn. House to Brazeau	465,673.01	22,151.16	371,417.37	14,163.00	3,556.24	
12A	Compeer to Veteran	141,406.12	12,678.57	82,159.30	13,393.39	3,556.24	
12B2	Castor to Stettler	56,162.25	11,314.30	24,107.82	8,804.83	441.65	
12C1	Stettler to Lacombe	382,461.20	34,139.28	237,989.83	16,518.31	1,660.17	
12D1	Lacombe to Rimbey	88,089.21	3,044.04	1,474.69	720.95	26.75	
12D2	Rimbey to Bluffton	119,024.42	13,688.42	81,294.49	12,822.30	36.18	
13A	Hayter to Hughenden	1,110.00		1,000.00			
13B2	Sedgewick to Camrose	12,266.23	1,346.65	83.50			
13B3	Daysland to Camrose	45,963.85	3,312.98				
13B4	Camrose to Jct. No. 2	175,569.31	44,769.63	47,070.81	2,085.66		
14A	Sask. Boundary to Wainwright	82,719.39	5,167.62	59,101.75	8,565.42		
11C3	Cooking Lake to Edmonton	39,709.01	5,222.43				
15A1	Edmonton to Fort Sask.	187,230.98	4,145.42		228.96		
15A2	Fort Sask. to Chipman Corner	176,653.07	10,180.39	84,979.13	24,746.63	80.95	
16A1	Lloydminster to Vermilion	405,365.06	10,615.95	198.90	182.25		
16A2	Vermilion to Innisfree	782.44		721.50			
16A3	Innisfree to Vegreville	35,481.27	1,205.24	538.00			
16B1	Vegreville to Chipman Corner	127,284.22	5,329.19	600.01	0.50		
16B2	N.E. 12-53-19-4 to Edmonton	770,318.24	19,285.53	141,265.62	1,590.22	270.10	
16C1	Edmonton to Carvel Corner	81,432.17	3,366.13	36,965.16	2,582.62	38.87	
16C2	Carvel Corner to Entwistle	130,615.00	8,285.75	26,497.49	2,654.12	145.25	
16C3	Entwistle to Carrot Creek	179,791.45	11,009.35	100,236.43	7,800.78	332.95	
16D1	Carrot Creek to Edson	6,584.55	6,584.55				
18A2	Barrhead Cor. to Ft. Assiniboine	290,982.14	13,532.36	199,030.63	24,237.76	627.68	
19A1	Westaskiwin to Westeroso	226,463.44	15,085.04	137,186.01	22,487.46	2.02	
19A2	Westeroso to Norbuck	41,411.64	1,393.65	585.75		1.00	
20A	Bentley to Sylvan Lake	201.40	4.50	196.90			
21A1	Beiseker to Trochu	150,152.48	16,360.01	89,058.39	9,130.29	207.05	
21A2	Trochu to Nevis	685.19	685.19				
21B	Jct. No. 12 and 21 to Bashaw	276.15	276.15				
22A	Midnapore to Black Diamond	11,822.23	1,820.55	8,430.25	1,185.18	95.30	
23A	Monarch to Champion	81,749.01	5,662.73	46,036.24	10,803.52	234.29	
23A2	Champion to High River	301,886.13	22,425.85	168,376.94	27,363.39	3,194.72	
23A3	Lethbridge to Turin	104,626.34	7,662.62	123,033.75	20,075.25	124.00	
28A1	Edmonton to Opal	306,979.53	6,633.96	2,387.58			
28C1	Gold Lake to Beaver Crossing	45,173.23	2,750.97	31,452.49	542.04	135.85	
28C2	Beaver Crossing to Ft. Kent	155,366.82	17,367.58	91,430.20	12,113.12	3,508.77	
31A1	Triangle to Valleyview	364.35	23.35	925.75			
31A2	Valleyview to 6th Meridian	1,896.57		501.22			
31A3	6th Meridian to Jct. No. 2	2,169.95	898.60				
35A1	Grimshaw to Dixonville	75,458.66	8,542.27	33,504.29	10,589.41	3,051.60	
35A2	Dixonville to Hotchkiss	48.65					
36A1	Viking to Killam	29,153.44	1,491.09	505.50	406.16		
36A2	Killam to Castor	116,525.32	13,081.03	62,756.47	18,166.55	70.60	
36A3	Castor to Hanna	3,751.58	3,740.03		11.55		
37A	Namoo to Gibbons	43,747.26	2,760.84	36,064.75	4,596.67		
39A1	Leduc to 5th Meridian	18,073.78	1,773.32				
39A2	5th Meridian to Breton	8,143.00	1,265.68	6,865.08			
42A	Penhold to Lousana	210.00					
43A1	Carvel Corner to Sangudo	12,519.15	470.51				
43A2	Sangudo to Whitecourt	176,191.42	17,319.48	126,576.02	9,287.72	270.03	
41A1	Westlock to Flatbush	200.00					
41A2	Flatbush to Smith	1,391.01	54.68	888.68			
45A1	Jct. No. 15 to Andrew	34,365.62	1,842.44	13,740.90	4,196.28	12.10	
45A2	Andrew to Two Hills	679.00		579.00			
46A	Boyle to Newbrook	128,716.54	16,388.79	93,716.62	10,341.27	870.96	
45A3	Two Hills to Myrnam	3,526.29					
46B	Jac La Piche to Boyle	6,131.21	756.50	4,331.02	875.69	133.60	
47	Bickerdike to Mountain Park	10,222.95	113.53				
47B	Coalspur to Foothills	100.74					
48A1	Elkwater to Wildhorse	262,873.55	23,994.71	189,228.24	24,902.55	9,798.46	
49A1	Donnelly to Watono	162,106.98	14,029.56	97,332.42	17,378.36		
50A	Tees to Mirror	69,655.17	3,490.53	50,840.62	3,327.48	377.90	
43.30	Vermilion to Rusylvia	79,155.53	13,485.37	43,830.69	8,027.61		
43.32	Bentley to Gilby	4,879.44	4,879.44				
40.00E8	Town of Claresholm	4,996.13					
40.00E12	Village of Cowley	1,937.59		1,785.49	131.10	21.00	
40.00E20	Town of Lacombe	3,415.93	35.50	2,167.76			
40.00E21	Town of Leduc	159.78					
40.00E22	Town of Macleod	8,126.59					
40.00E23	City of Medicine Hat and Town of Redcliff	1,842.50					
40.00E24	Village of Millet	661.65					
40.00E26	Town of Nanton	1,143.31			21.28		
40.00E27	Town of Ponoka	14,434.74					
40.00E28	City of Red Deer	258.50	5.00				
40.00E30	Town of Stavely	909.27					
40.00E32	Town of Vegreville	477.93	27.25				
40.00E42	City of Drumheller	136.50					
40.00E43	City of Wetaskiwin	6,699.30					
40.00E44	Town of High River	747.09		11.38			
40.00E45	Village of Lavo	120.08					
40.00E47	City of Lethbridge	875.25					
40.00E52	Town of Pincher Creek	337.25					
40.00E54	Town of Stettler	980.82					
40.00E59	Village of Bentley	1,098.37	35.50				
40.00E71	City of Edmonton	4,526.09	125.89	84.42	156.28		
40.00E72	City of Calgary	2,622.00					
40.00E80	Town of Rimbey	958.66	92.60	108.00	20.20		
40.00E100	Hamlet of Shaunnessy	6,442.59		5,204.29	990.25		
40.00E128	Village of Picture Butte	3,954.77		3,400.00	150.00		
40.00E147	Town of Bow Island	2,333.76		2,333.76			
40.00E149	Town of Lloydminster	23,118.65					
40.00E150	Village of Calmar	342.32					
40.00E157	Hamlet of Cold Lake	851.62					
40.00E158	Hamlet of Grand Centre	584.63					
		\$10,291,367.80	\$678,624.96	\$3,911,265.94	\$505,267.22	\$60,000.09	

SUMMARY

Appropriation 754-A	\$ 177,391.45
Appropriation 754-B	10,113,976.35
	\$10,291,367.80

CONSTRUCTION

APRIL 1, 1949 TO MARCH 31, 1950

Compen- sation	Moving Poles	Gravel Surfacing	Clay Surfacing	Stabilized Gravel Base Course	Seal Coat	Asphaltic Plant Mix Surface Course	Miscel- laneous	Grants to Incorpor- ated Areas
\$ 1,066.48							\$ 162,786.68	
1,377.00		\$ 9,730.57		\$ 3,034.64	\$ 437.52	\$ 1,175.93		
		2,837.82						
		979.62						
200.00								
8,216.00		13,631.53				2,840.63		
87.00					52.80	2,614.30		
13,490.97								
1,435.00	40.50	56.00						
241.90				31.96	674.21	3,308.16		
120.00				49,214.81	44,173.98	153,516.48		
				41,281.09	11,612.18	17,450.20		
100.00					662.41	1,210.63		
86.00					1,311.86	1,947.74		
					636.00	1,219.63		
13,070.86		747.45		25,088.82	25,610.76	101,752.92		
4,219.82		2,040.91		25,154.16	33,152.16	28,955.43		
5,073.53	87.60	819.03		166,137.82	17,193.44	489.21		
150.00		529.05		299.32	17,859.32	1,509.74		
166.98		498.80		18,426.98	13,792.52	133,018.64		
		50,581.63						
		21,539.20						
		45,780.61						
		32,551.50						
526.00		1,376.27						
915.45		2,330.46						
800.23		831.10						
7,249.07		14,608.47						
492.50		7,279.21		279,305.62		208,862.50		
685.00		4,318.50				150.00		
516.00				1,512.76	44,385.91	5,399.00		
1,650.00				259.42	30,072.51	8,099.99		
15,843.25	432.75	13,939.96						
150.00								
22,463.26								
1,290.37		10,120.58						
3,868.00	606.20	11,628.71						
1,561.00								
9,712.00	686.25	17,964.51						
	120.64							
129.50		5,797.66		19,645.93		30,247.08		
175.00		56,426.13	\$ 1,340.35					
6,631.63		22,986.99						
2,364.00	7,697.07	9,129.65						
8,488.60		33,747.03		36,363.94		5,856.97		
2,204.50		9,927.95		31,964.03		38,725.40		
5,554.40	84.75	5,543.88						
10.00	100.00							
		10,836.08						
		10,551.01		72.18		32,027.68		
5,985.75		10,815.11		48,879.49		15,962.86		
2,456.00		2,041.76		5,386.84				
		34,486.58						
1,200.00				123,899.33		57,667.27		
5,312.25	230.00	51,124.62						
405.00				115,659.06		278,303.90		
		60.94						
		33,737.43						
		238.33		87,556.59	1,266.00	32,284.00		
2,914.80		203.77		333,922.30		270,865.90		
910.99	295.37	532.38		10,478.00	1,082.51	25,180.14		
3,317.30		961.14		87,170.55		1,583.40		
1,000.00		7,231.84		51,332.41		847.69		
8,509.15		29,134.76	15,909.80					
10,864.77		40,838.14						
1,657.30		37,773.94						
9,870.50		25,526.24						
		290.95						
4,283.80	186.70	14,542.63						
14,769.75	405.11	63,350.37						
7,832.57		5,898.15		206,239.52		91,556.76		
		161.72						
2,606.04		8,684.94						
273.00		30,673.95						
151.00		190.00						
970.82								
569.68		110.45						
695.00	1,342.50	17,733.59						
48.65								
156.00		26,594.69						
6,210.90	1,305.00	14,934.97						
325.00								
		16,300.46						
		12.24						
210.00								
		12,048.64						
0,528.89		16,200.28						
200.00								
447.65								
1,577.31		12,996.59						
7,377.50	21.40							
3,526.29								
34.40								
		10,109.42						
		100.74						
259.00		14,602.59						
210.00		32,714.01	442.63					
	942.48	10,676.16						
6,183.30	6,924.63	288.23	415.70					
					3,528.48	629.67	837.98	
		159.78			700.49		512.18	
					55.32	1,314.97	6,756.30	\$ 1,282.50
							560.00	
					502.26	159.39		
					516.63	42.23	563.17	
		944.20			7,760.63		5,729.91	253.50
		450.68				909.27		
					3,413.76		3,071.04	136.50
					338.03	46.08	351.60	214.50
		120.08						875.25
		980.82						
					586.07		476.80	
								4,159.50
								2,622.00
		739.86						
		248.05						
		404.77						
		342.32		15,618.65		7,500.00		
		851.62						
		584.63						
\$262,321.66	\$21,517.95	\$1,032,516.43	\$18,108.48	\$1,801,338.79	\$247,077.70	\$1,580,998.15	\$162,786.68	\$9,543.75

The above figures include Special Appropriation No. 754-BS—\$246,297.38 but do not include Post-War Reconstruction O/C-784, 1945-46.

SURVEYS BRANCH

Report for the Year Ended March 31st, 1950

(J. H. HOLLOWAY, *Director of Surveys*)

SURVEYS: FIELD WORK

During the year four field parties were employed from the first week in May until the end of October on surveys of main highways, new roadways, road diversions and miscellaneous surveys. The volume of work arising from the greatly increased highway construction program made it necessary for departmental surveyors to devote most of their time to main highway right-of-way surveys. In order to complete the surveys which were urgently required, it was necessary during the season to obtain from time to time the services of surveyors in private practice.

Approximately 350 miles of main highways were surveyed during the 1949 season. In addition, this work involved the re-establishment and re-surveying of approximately 800 miles of intersected land lines.

Apart from the main highway surveys, the only other survey of any magnitude undertaken during 1949 was a new subdivision at Elkwater Provincial Park south of Medicine Hat, which comprised approximately four hundred lots laid out on a rough hillside area and which presented considerable difficulty due to the nature of the terrain.

SURVEYS: OFFICE WORK

Plans and office copies of field notes of surveys made during the preceding season were prepared by the district and the assistant surveyors during the winter months. Forty-five plans were thus prepared, in all cases in duplicate and in some cases in triplicate.

Forty-six Public Works plans of survey and 88 municipal plans were checked by the office staff prior to registration in the Land Titles Office.

The office staff also proceeded with the preparation of a number of official plans of new township subdivision surveys undertaken for the Department of Lands and Forests. The chief of these comprise the plans showing the surveys of considerable accrued areas adjoining the shore of Beaver Hills Lake. These lands are to be made available for public occupancy by the Department of Lands and Forests.

Sixty-nine Certificates of Title covering roadways registered by Municipal Districts, 85 covering roadways registered by the Department, and 17 Certificates of Title covering sites of provincial buildings were received from the Land Titles Offices during the year and were recorded by this Branch.

Three hundred and four transfers of abandoned roadways and other lands no longer required by the Department were prepared and registered in the Land Titles Office during the year.

COMPENSATION FOR ROADWAYS

In the fiscal year covered by this report there was a very large increase in the volume of work, involving compensation for land acquired for main highways and other public purposes. It became necessary to increase the number of right-of-way buyers on the staff of the Branch from two to three, and approximately 2,000 agreements were made by them with the owners of lands affected for compensation for the land taken, for damages caused by construction work, and for the removal and rebuilding of fences.

During the year, 1,568 compensation payments were made, involving a total sum of \$246,297.38. Although many of the cases so dealt with involved a great deal of difficulty in settling the amount to be paid, no cases involving arbitration proceedings arose.

In this connection, the Department is faced with a continuing rise in the market value of land, and, while every effort is being made to maintain compensation rates at a fair and reasonable level, it can only be expected that, while general economic activity in the Province continues at its present pace, giving rise to progressive enhancement of land values, the Department will be called upon to meet steadily increasing expenditures in connection with the purchase of highway rights-of-way.

APPROVAL OF TOWNSITE PLANS

Pursuant to the regulations made under the provisions of The Public Works Department Act and The Town Planning Act, a large number of plans of new townsites and of additions to existing townsites were approved with respect to the provisions made for streets, lanes and public reserves. Three hundred and twenty-six plans were so approved, and upon being registered in the Land Titles Office, 26 Certificates of Title were issued in the name of the Department for parcels reserved for Public Works and park purposes.

LEASES OF ROAD ALLOWANCES AND PUBLIC WORKS RESERVES

During the previous fiscal year, the leasing of road allowances in the southern part of the Province was transferred to the administration of the Department of Lands and Forests, leaving this Branch in charge of road allowance leases in that part of the Province lying north of approximately Township 36. Within that area, 219 road allowance leases were renewed during the fiscal year and 26 new leases were issued.

Leases of 29 Public Works Reserves at various urban points throughout the Province were also issued. These lands are set aside for the future use of the Department, and until such time as they may be required, are available by way of lease for cultivation and grazing purposes or for municipal use.

PERMITS FOR UTILITIES, ETC., AFFECTING PUBLIC ROADWAYS

Expansion of rural electrification services and the installation of a continuously increasing network of pipe lines in the oil-producing areas, the majority of which are laid or constructed along the limits of public roadways, has resulted in a very large increase in the number

of permits issued by this Branch for such installations. During the year, 128 plans of power transmission lines were approved and the same number of permits were issued to the companies installing them.

Under the provisions of The Pipe Line Act, 132 permits were issued, the majority of these being for oil and gas pipe lines in the Ledue and Redwater oil fields. Some of the major projects thus dealt with included the Alberta portion of the Interprovincial Pipe Line Company's oil pipe line from Edmonton to Superior, Wisconsin; a new gas transmission line installed by Northwestern Utilities Limited from Viking to Edmonton, and a new gas transmission line to be installed by the same company between Edmonton and Fort Saskatchewan.

Thirty-seven plans of irrigation works affecting public roadways were received from the Water Resources Office and the same number of permits authorizing installation of the works shown on these plans were issued.

BUEPRINTING AND MAP PRODUCTION

This Branch continued to make the blueprints required by other Branches of the Department and other Departments of the Government, and this work has also increased during the past year. Approximately 133,925 square feet of blueprint paper were used, and the total cost of the work done for other Branches and Departments amounted to \$8,763 82. A large number of special maps were prepared for other Branches and Departments, and a considerable volume of map-mounting work was done.

During the last month of the fiscal year, arrangements were made with the Department of Municipal Affairs for the re-printing of the provincial map, showing municipal boundaries, and it is expected that up-to-date copies of this map will be available early in the next fiscal year.

PURCHASES AND SALES OF SITES FOR PUBLIC BUILDINGS

There was a considerable increase in the volume of work done by the Branch in connection with the purchase of new sites for public buildings and the sale of sites no longer required for such purposes. These transactions are usually complicated and difficult to handle and considerable time is usually taken up in completing them.

During the year, 17 transactions for the acquisition of such sites were completed and a number of others were still under negotiation at the end of the year. During the same period, the sales of five sites were effected.

PROVINCIAL PARKS LEASES

The leasing of lots for summer cottages and other purposes in provincial parks was taken over by this Branch in 1948, and during the fiscal year reported on, 82 of these leases were issued or renewed. The leases so made cover lots at Elkwater Lake, Gooseberry Lake, Crimson Lake and Beauvais Lake Provincial Parks.

The following is a summary of the work of the Branch described above:

Surveys required and brought forward from 1948 (after revising schedule)	382
Surveys asked for during 1949	150
Surveys made during 1949	41
Surveys carried over to 1950	491
Plans submitted and examined on behalf of Municipal Districts.....	88
Titles issued to roadways surveyed by Municipal Districts	69
Plans prepared and filed in the Land Titles Office	45
Certificates of Title received for roadways	85
Certificates of Title received for lands given for public purposes under	
Departmental regulations as to subdivisions	26
Certificates of Title to public buildings	17
Transfers issued covering lands no longer required	304
Number of plans of subdivisions approved	306
Plans submitted by the Department of Water Resources	37
Plans of power and transmission lines approved	260
Vouchers issued for compensation	1,568
Leases of road allowances in force	219
New leases of road allowances issued	26
Leases of public Works Reserves issued	29

TOWN AND RURAL PLANNING ADVISORY BOARD

Report for Year ended March 31st, 1950

(J. H. HOLLOWAY, *Director of Town Planning*)

During the fiscal year ended March 31st, 1950, the continued economic development of the province resulted in further expansion of planning activities, with a consequent increase in the volume of work performed by the provincial planning branch. The rapid expansion of townsite development in urban and rural municipalities throughout the Province was again reflected in the number of plans of subdivision which were examined and approved during the year, a record high of 326 plans having been approved as compared with 282 plans in the preceding year. A large majority of these plans were of subdivisions in the central portion of the Province, reflecting the stimulation resulting from the development of the oil-fields in that area. It might be observed that this figure of 326 plans represents an increase of approximately ten times the number of plans approved in the year immediately preceding the war.

During the year zoning by-laws were passed by the City of Medicine Hat, the Towns of Beverly, Bonnyville and Innisfail, the Villages of Bashaw, Bowness and Cochrane, and the Municipal District of Stony Plain. The following number of amendments of existing by-laws were also passed: City of Calgary, 10; City of Edmonton, 14; City of Lethbridge, 3; City of Red Deer, 1; City of Wetaskiwin, 1; Town of Ponoka, 1; Municipal District of Springbank, 6; Municipal District of Strathcona, 1.

One Exclusion Order exempting Imperial Oil, Limited, from the application of Section 35(7) of The Town Planning Act for a period of one year was issued under the provisions of the Act, this Order being applicable to a portion of the Townsite of Redwater where temporary dwelling sites were required to accommodate oil workers employed in the Redwater oil fields.

During the year, 25 transfers of land were dealt with under the provisions of Section 35 of the Act. Of these, approval was granted in 21 cases and refused in 4 cases.

Seven applications for approval of proposed tourist camps were dealt with during the course of the year, and numerous enquiries were received and dealt with in connection with the application of the building line regulation with respect to the construction of new buildings on land adjacent to provincial highways.

Arising from the large volume of building development in and around the City of Edmonton, and from the need for more definite municipal control and planning of that development, recommendations were made for certain amendments of The Town Planning Act. These amendments, which were passed at the 1950 session of the Legislative Assembly, consist in the main of new provisions for the setting up of district planning commissions and for the establishment of technical planning Boards in the larger centers of the Province. These bodies are authorized by the new legislation to initiate planning measures, particularly of a long-term nature, and to prepare plans

and make recommendations to the municipal authorities concerned with respect to the general and detail planning of urban and semi-urban development.

Several meetings were held during the latter part of the fiscal year with representatives of the municipalities, towns and villages in the area around Edmonton, and agreement in principle was reached with respect to the setting up of a District Planning Commission for the Edmonton region. After passage of the necessary legislation, the municipalities concerned were invited to nominate representatives on the proposed Commission, and it is expected that the Commission will become established during the early summer of 1950.

During the year, considerable assistance was given by the Town Planning office staff in connection with the design of a number of new subdivisions. Work of that nature was done in connection with the preparation of the Imperial Oil Company's addition to the Townsite of Redwater, a complete plan was prepared for the layout of a new summer resort known as Tillicum Beach at Dried Meat Lake, a few miles south of Camrose, and the re-designing of a number of previously subdivided blocks of land in the Town of Fort Saskatchewan, which are to be developed under a unified building project, was also undertaken. Three or four alternative plans were also prepared for a proposed new townsite which the Prairie Farm Rehabilitation authorities intend to establish in the area recently taken over by the Dominion Government from The Canada Land and Irrigation Company near Medicine Hat. A plan was also prepared for the development of a large recreation centre at Wetaskiwin, which is being promoted by several local organizations in that city. This project is to be located on the site of the old fair grounds, and will take the form of a school and recreation centre covering approximately 40 acres.

During the year, the Town Planning Board recommended two changes in the regulations made under the provisions of the Act. The first of these changes was in the regulations respecting the use of property adjacent to main highways and provides that no buildings or other permanent structures may be erected within a radius of 500 feet from any main highway crossing over a railway. The other revision was made in the subdivision regulations with respect to the information to be submitted in the report accompanying the tentative plan of any new subdivision. The feasibility of servicing the subdivision with such utilities as electricity, water and sewage disposal system is now required to be stated, and the Board must be satisfied that such utilities as it may consider necessary and adequate will be provided.

The expansion of the work of the Town Planning office has necessitated the employment of additional staff, and arrangements are to be made during 1950 to set up a separate Town Planning Branch instead of one functioning in conjunction with the Surveys Branch as hitherto.

BUILDINGS BRANCH

Report for the Fiscal Year ended March 31st, 1950

(A. ARNOLD, *Superintendent of Buildings*)

The general repair and maintenance of all public buildings and institutions has been carried on by the Branch as in previous years, to keep up the standard.

Following is a list of the projects:

Brooks:

At the Demonstration Farm an overhead sprinkler irrigation system was installed.

Gravelling of roads was carried out.

Calgary:

Central Alberta Sanatorium—Construction was completed on Maids' Dormitory, Chapel, Provincial Laboratory and Recreation Hall. A new main sewer line was installed. A duplex house was constructed.

An oil well cores storage building was constructed.

Alterations to interior of Land Titles Building were completed.

Construction of addition to accommodate tinshop at Education Building was commenced.

Camrose:

New liquor store was constructed.

Claresholm:

Provincial Auxiliary Hospital—Main building was stuccoed.

Drumheller:

Addition to the Court House was completed.

Devon:

Two staff houses were constructed.

Edmonton:

Construction was continued on Aberhart Memorial Sanatorium.

Construction was continued on six-storey addition to University Hospital.

Alterations to Provincial Building No. 2 were completed.

Renovation of the Provincial Health Guidance Building was completed.

Renovation to the interior of the Liquor Store, 103rd Street, was commenced.

A new elevator was installed in the Alberta Jasper Building.

Construction of a new Land Titles Building was commenced.

At the Storage and Repair Shops alterations to the hangar were completed.

Construction of new Administration Building was commenced.

Edson:

Highway Maintenance Shop was constructed.

Entrance:

At the Ranger Station a new building was completed.

Fairview:

Construction of the Agricultural School was commenced and progressed swiftly.

Fort Saskatchewan:

New Laundry Building was completed.

Grande Prairie:

Building was moved from Army Camp and re-erected at Highway Maintenance Shop.

Lacombe:

Construction of new Provincial Building was completed.

Lethbridge:

Extensive alterations to Gaol were carried out and completed.

New laundry building was constructed.

A mixing grasshopper-bait shed was constructed for Field Crops Branch.

A building was purchased to house Liquor Store.

Macleod:

Tourist reception building was constructed.

Alterations to main building at Storage and Repair Shops were completed.

Medicine Hat:

Property was purchased for new Highway Maintenance Shop.

Mundare:

Building was purchased for new Liquor Store and alterations carried out.

Olds:

Agricultural School—Extension was made to gym and new stage erected. Central Heating system was completed.

Oliver:

At the Poultry Farm a new laying house was constructed.

Construction of T.B. Hospital Annex was continued.

Construction of new main sewer lines was carried out.

Horse barn was converted to cow barn.

Construction of new Occupational Therapy building was completed.

At the Forest Nurseries a double garage was constructed.

Ponoka:

New air conditioning was installed at Mental Hospital.
 New Occupational Therapy Building was constructed.
 Construction of new Treasury Branch building was commenced.

Raymond:

Construction of new dormitory was completed.
 Addition to new Laundry Building completed.
 Roads were curbed and grounds landscaped.

Red Deer:

New Provincial Building was constructed and completed.
 Provincial Training School:
 A Girls' High Grade Dormitory was commenced.
 Alterations to main building were carried out.
 New Recreation Building was completed.
 Construction of No. 3 Dormitory was completed.
 New Hen Houses and Brooder House were completed.

Redwater:

A storage building and offices were constructed.

Rocky Mountain House:

Property was purchased for a new Liquor Vendor's Store.

Vermilion:

Construction of new Provincial Building was completed.
 Agricultural School:
 Gravelling of roads was carried out.
 A Repair shop and machine shed building was erected.
 Staff residences were stuccoed.

Post-War Reconstruction:

Construction was commenced on a two-storey addition to the Beaver House, Edmonton.

A new Liquor Store was constructed in West Edmonton.

BUILDINGS AND MAINTENANCE BRANCH—EXPENDITURE FOR 1949-50

CAPITAL EXPENDITURE

756	Furniture and Equipment (Legislative and Departmental Buildings and Public Institutions)	\$ 382,276.36
759	Sites and Construction	5,120,424.64
	Post War Reconstruction Fund—Buildings	46,162.65
	S./W. 24 1949-50 Expenses incurred re Purchase of Property South of Administration Building	5,181.80
		\$5,554,045.45

INCOME EXPENDITURE

708	Administration	\$ 58,172.54
709	Legislative and Departmental Buildings	1,050,091.77
710	Public Institutions	165,400.76
713	Government House	581.75
		\$1,274,246.82

MECHANICAL BRANCH

Report for the Fiscal Year ended March 31, 1950

(VERNON, PEARSON, *Superintendent*)

This report deals with the activities of the following subdivisions of the Mechanical Branch for 1949-50.

1. The maintenance and operation of power plants and services of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Welding Act.
5. The administration of The Electrical Protection Act.

POWER PLANTS AND INSTITUTION

MAINTENANCE:

Examination of the Power Plant statistics will show that there was an increase in the services supplied to the Institutions with a corresponding increase in cost.

This is a natural consequence of the increase in population in the Province, which in turn has necessitated the erection of more buildings at several of the larger Institutions.

A very significant change in the Power Plant statistics is the large increase in the consumption of natural gas. The Parliament Buildings Plant and the Red Deer Plant have both been converted entirely to gas, with the result that the gas consumption for the year was 332 million cubic feet against 199 million cubic feet for the previous year.

A boiler, having a capacity of 25,000 pounds of steam per hour, was purchased from Canadian Utilities Ltd., and erected at the Oliver Mental Institute. This boiler is equipped for burning gas and oil only and as soon as gas is available, it will be put into operation. The cost of this installation was thirty-five thousand three hundred and eighty-six dollars and ninety-one cents (\$35,386.91).

An eight-inch water main was laid from the Edmonton City Limits to the Oliver Mental Institute. This line is approximately 16,200 feet long and cost fifty-five thousand eight hundred and thirty dollars and eight cents (\$55,830.08). In spite of the severe winter of 1949-50, the installation of this water main was carried on almost without interruption through the winter months. Further expenditure of one thousand (\$1,000.00) dollars will probably be needed to connect this line to the City Main and clear up other incidentals.

An appropriation was made in 1949 for the erection of a new Power Plant at Red Deer Training School. It was, however, found impossible to get the building completed in time to permit the installation of equipment for the 1949-50 heating season. It, therefore, became necessary to remove a 150 H.P. heating boiler from the Bowden Air Training Station and install it temporarily at Red Deer. This enabled us to carry on through the winter without any serious curtailment of heating service to the Institution.

At the Central Alberta Sanatorium Power Plant, two 150-H.P. boilers which were part of the original 1920 installation were completely stripped down and rebuilt at a cost of seven thousand five hundred and twenty (\$7,520.00) dollars.

The situation with regard to maintenance and operation of Power Plants and utility services at the Institutions is satisfactory as far as the supply of materials is concerned. The present problem is getting capable personnel to operate these Plants.

Since there is a shortage of Engineers and other skilled men, industrial concerns have increased salary and wages in order to secure the right kind of personnel. There has been no corresponding increase in Government Service. The result is that we can no longer interest men in coming into the Service, neither can we hold the men we train ourselves. Just as soon as they get through their training periods, they are offered work at higher wages by outside concerns.

The situation is becoming serious. Unless something is done to counteract the present trend, we shall find ourselves seriously handicapped by a shortage of trained and skilled men.

PROVINCIAL GOVERNMENT POWER PLANT STATISTICS
For Year ended March 31, 1950
(Vernon Pearson, Mechanical Superintendent)

No.	Location	FUEL			WATER			ELECTRICITY		MECHANICAL REFRIGERATION		Expenditure for Maintenance and Operation
		Coal (Tons)	Gas (Cubic Feet)	Pumped from Local Sources (Imperial Gallon)	Purchased	Generated	Purchased	Tons				
1.	Parliament Buildings and Administration Building, Edmonton	107	68,091,000		17,116,812	613,180	758,720					\$ 43,613.64
2.	Institute of Technology, Calgary	147	24,651,000		7,469,993	156,800	88,800					19,625.52
3.	Ponoka Mental Hospital	5,525	135,711,000	58,390,000		1,696,000		5,475				127,545.21
4.	Fort Saskatchewan Gaol	3,348		14,820,000		373,695						34,911.90
5.	Lethbridge Gaol	3,360		13,576,300		122,172						29,595.79
6.	Oliver Mental Institute	11,357			57,483,750	1,384,600						107,292.95
7.	Central Alberta Sanatorium, Calgary		67,150,000	22,296,300		445,470		1,200				50,880.52
8.	Provincial Training School, Red Deer	693	36,897,000		14,643,994	151,075	165,040					37,323.27
	Totals	24,537	332,503,000	109,282,800	106,209,274	4,942,992	1,012,560	6,675				\$ 450,788.80

Total Coal Used	24,537 Tons
Total Gas Used	332,503,000 Cubic Feet
Total Water Used	215,492,074 Imperial Gallons
Total Electricity Used	5,955,552 Kilowatt Hours
Total Refrigeration	6,675 Tons

STATISTICS ON CAPITAL EXPENDITURES PROVINCIAL GOVERNMENT POWER PLANTS
For Year ending March 31, 1950
(Vernon Pearson, Mechanical Superintendent)

	Furnace Alterations, Installation of Gas Burners, Accessories, Oil Storage Tanks, Pumps, Piping, Etc	New Generating Unit	Installation of New Water Main	New Boilers, Machinery and Equipment	New Power Plant Buildings	Total
Parliament Buildings and Administration Buildings, Edmonton	\$ 16,905.97					\$ 16,905.97
Provincial Mental Hospital, Ponoka	1,413.13					1,413.13
Provincial Gaol, Fort Saskatchewan		\$ 28.95				28.95
Provincial Mental Institute, Oliver	5,799.00	5,565.46	\$ 55,830.08	\$ 35,386.91		102,581.45
Central Alberta Sanatorium, Kerth		1,221.32				1,221.32
Provincial Training School, Red Deer				42,137.65	\$ 60,110.92	102,248.57
Total	\$ 24,118.10	\$ 6,815.73	\$ 55,830.08	\$ 77,524.56	\$ 60,110.92	\$ 224,399.39

THE BOILERS ACT

There were no fatalities or serious accidents caused by the failure of any pressure vessel.

The face and wrists of George Smith were severely scalded when the crown sheet of a locomotive boiler collapsed at the Mannix Construction Camp near Cluny. The accident was caused by low water.

An oil explosion occurred in the furnace of No. 2 Boiler at the Sentinel Steam Station, owned by the East Kootenay Power Company, Limited, which wrecked the setting and caused \$25,000 damage. The oil burner valve had been left open when the boiler was taken out of service and when No. 1 Boiler was being fired up, approximately seven hours later, a great deal of fuel oil was ignited by the heat of the ashes at the bottom of the furnace.

Propane Storage Tank A.L. 7266, owned by the Parker Drilling Co., and located near Warden, developed a crack crosswise of the center course longitudinal seam when it was evidently caused by too rapid introduction of the propane into the tank, resulting in rapid conversion to gas while the pressure was low, and causing a sharp drop in temperature of the tank walls, which accentuated the stress concentration at the welded joint. Adjacent to the weld was a slight lamination which further increased the stress concentration.

A number of boilers were damaged due to low water and two were damaged by frost. These were subsequently repaired and returned to service.

Several boilers were damaged by being forced beyond their capacity. These boilers were repaired and the operators were advised to reduce the loads.

The Cadomin Coal Company installed a 400 K.W. Diesel-driven generator in order to reduce the load on the boilers which were rapidly deteriorating to a point where a considerable reduction in the working pressure would have been necessary.

One of the 155,000 pounds per hour steam generators at the City of Edmonton Power Plant was converted from coal to gas, resulting in increased output and efficiency.

The Absorption Plant of Imperial Oil Limited at Devon was practically completed and it was expected that the plant would be in operation by the middle of May. Twelve of the pressure vessels for this plant did not comply with the approved designs, and alterations were made under the supervision of our district inspector who witnessed the Magna-Flux and hydrostatic tests.

The new steam electric generating station of the Canadian Utilities Limited at Vermilion was put into service in time for the heavy load.

Three new water tube boilers were installed in the Power Plant at Jasper Park Lodge.

There were ten prosecutions for infringement of The Boilers Act and a conviction was obtained in each case.

Inspector William George Singer passed away on June 20th, 1949. He was a very competent and reliable inspector, and he was highly respected by power plant owners and engineers, as well as the entire staff of the Mechanical Branch. His passing was a great loss to this Branch.

Boiler Inspector David Koop and Inspector of Unfired Pressure Vessels, Alexander Cochrane McWilliam, were appointed to the staff.

At the invitation of the Executive Committee of the National Board of Boiler and Pressure Vessel Inspectors, Mr. Robert Scott attended a joint meeting of the Boiler Code Committee of the American Society of Mechanical Engineers and the National Board of Boiler and Pressure Vessel Inspectors, held in Chicago, Illinois, May 16th to 19th, inclusive, 1949.

Concurrent with the joint meeting, the National Board of Boiler and Pressure Vessel Inspectors held its Nineteenth General Meeting. The subjects discussed included the adoption of the 1950 Edition of the A.S.M.E. Code for Unfired Pressure Vessels, which was intended to combine the A.P.I.-A.S.M.E. and the A.S.M.E. Codes so that the design of all unfired pressure vessels would conform to one Code.

At the final meeting of the National Board of Boiler and Pressure Vessel Inspectors, Mr. Scott was appointed Canadian Representative on the Executive Committee of the National Board and the Conference Committee of the A.S.M.E. Boiler Code Committee. This appointment is for a two-year term and requires his presence at meetings held in New York three or four times each year.

All expenses incurred in attending these meetings were defrayed by the National Board.

During the year, there was a great increase in industrial activity in Alberta, especially in the oil industry. Numerous supply firms have established branches in the Edmonton District. This has resulted in a greatly increased demand for inspection services and our present staff is entirely inadequate to inspect all pressure vessels as required by The Boilers Act.

Our inspectors have endeavoured to keep pace with the demand for inspection services, but they have been unable to inspect all the pressure vessels due for inspection.

The work in the Head Office continues to increase, especially in the number of designs submitted for survey and registration, and technical assistance is urgently required.

There follows a summary of work accomplished during the year, along with a comparative summary of work and revenue for the years 1948-49 and 1949-50.

SUMMARY OF WORK AND REVENUE, 1949-50 and 1948-49

Type of Boiler or Pressure Vessel Inspected	1949-50	1948-49
Liquefied Petroleum Gas Containers	333	321
Horizontal Return Tubular	271	288
Horizontal Furnace	51	56
Water Tube	252	220
Locomotive Type	755	731
Vertical	251	178
Receivers	2,806	2,418

Heat Exchangers	221	228
Oil Stills	6	15
Steam Processors	95	112
Steel Heating	669	753
Cast Iron	514	455
Miscellaneous	714	484
Total	6,938	6,259
Condition of Pressure Vessels Inspected		
Good	4,885	4,206
Fair	1,924	1,894
Poor	86	118
Condemned	17	17
Scrapped	26	24
Total	6,938	6,259
Certificates Issued	5,903	4,989
Number of Inspection Visits	8,149	7,070
Number of Special Inspections Under Section 14 of the		
Alberta Boilers Act	86	80
Factory Act Inspections	635	531
Number and Class of Engineer's Certificates Issued		
First Class	8	4
Second Class, 750 H P.	3	7
Second Class, 500 H P.	20	21
Third Class	56	64
Special	8	4
Traction Final	4	5
Fireman's Final	63	48
Provisional	409	359
Temporary	781	795
Welder's Certificates	34	98
Total	1,386	1,405
Number of Designs Surveyed	413	286
Revenue		
Surveying and Registering Designs	3,533 00	2,712 50
Pressure Vessel Registrations	50,542 00	46,278 00
Engineer's Registrations	2,465 00	2,353 00
Engineer's Certificates	6,791 00	7,323 00
Special Inspection Fees	1,678 90	1,671 07
Total	\$65,009 90	\$60,337 57

THE FACTORIES ACT

Since the last report was submitted, Mr. H. M. Bishop, the Chief Inspector of Factories, retired on superannuation after 28 years of service. Mr. W. H. Howard has been promoted to Chief Inspector of Factories.

Industry in general continues to show a marked improvement, resulting in the enlargement of many of the existing establishments and the erection and operation of new factories.

This has been largely brought about by the ever-increasing search for oil and gas in this and adjoining provinces, the headquarters of the industry being centralized chiefly in Calgary and Edmonton. There were five hundred and ninety new wells brought into production during the past year.

One Oil Refinery is working to capacity and the erection of two more on adjacent sites will commence as soon as ground conditions will permit.

A pipe line for the export of crude oil to the Great Lakes has commenced and when completed will greatly increase the production of this commodity, as practically all producing wells are now operating on a reduced capacity.

The number of accidents reported in the oil and gas well drilling industry continues to be quite large, due in some respect, to the drilling contractors operating on a price per foot of hole drilled basis. This method of course induces speed in operation and handling the heavy equipment necessary in this industry with any degree of haste, must of necessity tend to increase the hazards already existing in an otherwise dangerous occupation.

There were eight fatal accidents investigated during the year. The details are as follows:

John Kish, employed as a labourer by Canadian Sugar Factories Ltd., at Raymond, died of suffocation caused by a cave-in of sugar pile.

Ronal H. Gladeau, employed as "roughneck" by Sterling Drilling Co., drilling Casagama No. 1 Well at Stettler, electrocuted in all metal "doghouse."

Wilfred Boyer, employed as tool-push, by Sterling Drilling Co., drilling Casagama No. 1 Well at Stettler, died of burns received from flash fire at the well.

Wally Behl, employed as "roughneck" by Lindley Drilling Co., Rig No. 2, struck on head by clutch lever while attempting to release clutch manually when air control failed.

L. T. Daniels, employed as floorman by General Petroleum Ltd., drilling General Pete. Well No. 4, at Leduc, assisting in raising four-board, was knocked off derrick and fell approximately 90 feet to enginehouse below.

Allan Rundle, employed by Alberta Nitrogen Products Ltd., at Turner Valley. Descended into tank and collapsed on ladder.

J. L. Hjartnes, employed by Ed's Garage at Czar. Electrocuted while operating a "Stenor" vulcanizer for patching tubes.

Thomas Potter, employed by Standard Graveling and Surfacing Co., at Manchester Sub-Division, Calgary, died of suffocation caused by a cave-in of gravel pile.

An improvement in the accident rate in the Oil and Gas well drilling industry is expected in the coming year, as some of the larger drilling contractors have deemed it advisable to appoint their own Safety Supervisor and there are now six such supervisors working in the field.

The presence of Hydrogen Sulphide gas around tank farms, particularly in the Redwater field, is causing some concern, but very few accidents were reported from this source.

A total of three hundred and ninety-seven inspections were made of drilling rigs and tank farms, etc., during the year at which three thousand, three hundred and twenty-two persons were employed and a total of eight hundred and eighty safety recommendations were made at the time of the inspections.

Co-operation between the Workmen's Compensation Board and this Department has continued during the year and the interchange of inspection and accident reports has proved very beneficial to both services.

The following Table No. 1 shows an increase of one hundred and thirty inspections, four thousand five hundred and seventy-four employees and nine hundred and ninety-two recommendations over the corresponding table last year.

TABLE No. 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No of Inspections Made	No. of Male Employees	No of Female Employees	Total No of Employees	No of Safety Recommendations
Factories	2,693	30,880	6,490	37,370	2,175
Shops	1,622	13,318	8,798	22,116	121
Office Buildings	92	588	285	873	—
Totals	4,407	44,786	15,573	60,359	2,296

It is particularly noticeable from the above table that the number of factories inspected shows an increase, while the number of shops inspected shows a decrease, indicating that inspectors have confined their inspections to those industries with a relatively high incidence of injury.

PASSENGER AND FREIGHT ELEVATORS

There were a total of twenty-six new elevators installed during the year, several of which were replacements for old machines condemned as "unsafe" by the inspectors.

The new elevators installed consisted of:
Seven Passenger Elevators.
Seventeen Power Freight Elevators.
Two Power Dumbwaiters.

Eight hundred and thirty-seven elevators were inspected, in connection with which, there were one thousand, three hundred and fifty-four safety recommendations made. Ten elevators were found to be unsafe for further operation and were condemned.

Elevator inspection certificates issued, totalled seven hundred and sixty-seven, bringing in a net revenue of three thousand and sixty-five dollars.

Table No. 2 sets forth the information relative to the number of inspections and the number of recommendations made in each classification of elevators inspected.

TABLE No. 2
SUMMARY OF ELEVATOR INSPECTIONS

Class of Elevators Inspected	No Insp.	No. Rec.
Escalator	17	20
Passenger	213	345
Power Freight	419	786
Manually Operated Freight	50	75
Employee's Belt-lift of Humphrey	30	32
Power Dumbwaiter	34	30
Not Being Operated	20	2
Condemned	10	7
Dismantled or Scrapped	18	...
Reinspected Passenger	15	23
Freight	38	26
Manual	6	6
Dumbwaiter	0	0
Humphrey	5	2
Total	875	1,354

Six elevator accidents were investigated during the year, showing a decrease from the preceding year.

Causes of the accidents are tabulated as follows:

Shear car platform to threshold	2
Shear car platform to lenth of landing opening	1
Hand injuries in closing bi-parting doors	2
Fell down hatchway	1
Total	6

All the above accidents come under the classification of "Unsafe Acts."

There were no prosecutions made by the Department for infractions of The Factories Act, employer and management becoming more aware of the importance of accident prevention and the service rendered by this Department is greatly appreciated.

THE WELDING ACT

WELDING EXAMINATIONS:

From April 1st, 1949, to March 31st, 1950, 935 Welder's examinations were conducted. Certificates were issued in the following classification: Journeyman (132), Provisional Journeyman (6), Special (474), Provisional Special (8), Temporary Special (12), Apprentice (366). Total number of Certificates issued (998). Seventy-five applicants failed to receive a Certificate of any kind.

RECEIPTS:

Revenue from Welder's Examinations.....	\$ 7,734.00
Revenue from Welder's Registrations.....	6,394 00
Total.....	\$14,128.00

INSPECTIONS:

One thousand five hundred and eighty-one shop inspections were made. Total miles travelled by Inspectors for all purposes, 28,172.

ACCIDENTS:

Nine accidents were reported, only one person was injured seriously enough to require hospitalization. Accidents with acetylene generators are now becoming rare due partly to the education of users by Inspectors of this Department.

PROSECUTIONS:

Forty persons were prosecuted under Section 9 of The Welding Act and five persons under Section 10. Convictions were obtained in all but two cases.

SUMMARY:

The oil industry is steadily increasing the demand for highly skilled welders. This has attracted welders from all over Canada and has, in consequence, increased the work of the Department.

At the present time there are approximately five thousand persons actively engaged in welding in the Province.

THE ELECTRICAL PROTECTION ACT AND
REGULATIONS

The use of electricity in this Province has continued to increase during the year, resulting in the expansion of all phases of the industry.

Increases in generating capacity have been made at the Steam Plants of the Canadian Utilities at Drumheller and Vermilion, and further large additions to the Hydro Plants are expected to come into operation during the coming year.

The consumption of electricity increased about 6% over 1948, and would have been much greater had not a water shortage restricted the output from the Hydro Plants. This shortage of water curtailed the supply to some of the Calgary Power Limited's larger consumers. In this respect it is noted that Hydro generation is down about 10% from 1948, and that Steam and Diesel plant generation has increased

about 44%, giving the total overall increase noted above. The total production of power supplied to distribution systems amounted to 811,000,000 K.W.H., 405,000,000 K.W.H. of which was produced from Hydro sources, and 406,000,000 from Steam and Diesel plants. An additional 15,000,000 K.W.H. of electricity was generated from Steam plants for local use by Mines and Government Institutions.

Further interconnection of the transmission lines of the Calgary Power Limited and Canadian Utilities at Wainwright and Rockyford facilitated the exchange of power between Hydro sources and the Steam Plants located at Vermilion and Drumheller.

Further additions were made to transmission lines, including the completion of a 66 KV line from Lethbridge to Brooks and a 66 KV line from Edmonton to Devon. The voltage was increased from 13 KV to 22 KV on several lines, with extensions made in some instances to serve new areas.

Some 3,000 miles of rural distribution lines were built to serve approximately 3,500 new rural customers. This development extended from Raymond in the south to Fairview in the north, with many large areas being served in the central part of the Province.

The oil development adjacent to Edmonton considerably increased the requirements for electric power in that area. The new Absorption Plant of the Imperial Oil at Devon will require about 1,000 KVA and the proposed new Refineries will add another 5,000 KVA. In addition, pumping units for both pipe lines and oil wells are expected to add another 10,000 KVA to the demand in the coming year.

These developments have provided an expanding market for electrical supplies of every kind and most of the shortages experienced in war and post-war years have now disappeared.

The new method of submitting plans to the Department covering transmission and distribution construction have proved most satisfactory, both to the Utilities and the Inspection Department. It will be noted in the summary at the end of this report that the number of plans submitted has increased considerably over 1948.

Inspections of new transmission and distribution lines were carried out, together with inspections of existing lines. In many cases, changes were requested to insure that the minimum strength requirements, working space and clearances were provided.

Extensive surveys of existing construction in the larger cities were made and a report on the City of Calgary System is being assembled at the present time. Aside from the actual changes asked for, the fact that inspections are being made has brought about a great improvement and construction departments and linemen are becoming more conscious of the necessity of observing the requirements of our Regulations.

There has been continuous employment for those engaged in electrical installation work and there is still some difficulty in obtaining skilled men, particularly in rural areas.

Four fatal accidents occurred in the industry during the year. Three were due to electric shock and one due to the breaking of the lineman's safety belt. One fatal accident was caused by a high voltage line falling across a Mutual Telephone line and emphasizes the necessity for suitable protective devices on Mutual Telephone lines run adjacent to high voltage power lines. The other two fatal accidents were caused by low voltage wiring, one being due to defective wiring at an oil well drilling rig, and the other caused by a defective heating device in a garage. Seven minor accidents due to electric shock and four fires caused by electrical equipment were also investigated.

No alterations or additions were made to existing regulations during the year. The Canadian Standards Association is, however, proceeding with a revision to the Canadian Electrical Code and the various suggestions made to date have been referred to sub-committees. This has meant a great deal of extra work, as each province has representation on several sub-committees, and the chairmanship of two of these sub-committees was allotted to this Province.

Regulations covering a proposed permit and fee system were drawn up and public meetings to discuss these suggestions were held in Edmonton, Calgary and Lethbridge early in March. The proposed regulations were quite favourably received by the electrical trade, as well as by the public in general. It is hoped to have them made effective during the coming year, as they will provide additional protection for the public and give the inspection department accurate information regarding the work being done. These regulations will also provide a measure of control over electricians making installations which do not meet the minimum safety requirements. In this respect a great deal of trouble has been caused by electricians failing to make the corrections found necessary by inspectors.

The testing and approval of electrical equipment by the Canadian Standards Association has continued and the uniform high quality and reliability of materials and equipment sold in Canada can be attributed to the requirement that they meet Canadian Standards Association specifications.

Periodic inspections are made of the materials and appliances being sold through wholesale and retail outlets to insure that they are of approved design and construction. Each year a certain number of items are found which are considered unsafe and the sale and distribution is stopped. Most of the large firms are now familiar with our requirements, but there are still a number of items found which have been brought in direct by small firms and sales agents.

A delegation from Great Britain visited Ottawa last fall to discuss the difficulties English manufacturers had experienced in supplying electrical equipment for use in Canada.

As a result of this conference, Canadian Standards Association agreed to send an Approvals Engineer to Britain for two years. His duties will be to clarify the Canadian Standards Association in making any tests found necessary. It is hoped in this way to eliminate many of the difficulties that British manufacturers have experienced in recent years.

This Department has continued to make the Canadian Standards Association Factory Inspections of equipment manufactured in this Province on a special inspection-fee basis. This has resulted in a considerable increase in work, particularly in the Edmonton district.

The annual meeting of the Provincial Canadian Electrical Code Committee was held in February, with a good attendance from Municipal Inspection Branches and representatives of other sections of the industry. Several suggestions for revisions and additions to the rules were discussed and a number of items forwarded to the Canadian Standards Association for consideration in the next revision to the Code. These annual meetings have brought about a marked improvement in Municipal Inspection practices and have resulted in a much more uniform interpretation of the rules.

Three new Inspectors were added to the staff this year, and as a result a much greater number of inspections of rural installations were possible. There are, however, a number of rural areas where complete inspection has not, as yet, been possible. A great number of plans for interior wiring were submitted for approval, particularly for installations in the oil fields around Edmonton. It is noticeable that as the activities of this Department become known, a great number of larger companies are very anxious to have their plans approved.

The inspections of new interior wiring installations and the faults found indicate how necessary this work is to protect the customer and the public generally. Electrical Contractors are, however, becoming more familiar with the requirements in this respect, and there has been a marked improvement in the installations made during the last year. As our service becomes known, there has been a steady increase in requests for inspections, particularly from rural customers.

Inspections of existing wiring in many older buildings have been made with special emphasis on places of public assembly, such as theatres, hotels, schools, etc. In many of these buildings, very hazardous conditions were found and requisitions were issued to the owners to have the necessary changes made. In one instance it was necessary to discontinue the service of electricity to an apartment block as the owner refused to have the alterations made.

Several prints covering the type of wiring required in various hazardous locations were made by this Department. These have been made available to contractors and customers at a nominal price and have clarified the requirements for these types of installations.

As the activities of the Inspection Department have become known, there have been substantial increases in the number of inquiries by personal interviews, letter and telephone, and it is now necessary to have an inspector always available in the Calgary and Edmonton Offices.

Many inquiries are received from Municipal Inspection Departments and these frequently involve an inspection before a ruling can be given.

The following is an outline of the inspection work carried out during the year. It will be noted that the new service reports from the Utility Companies is less than 1948, but we know that there are

a number of districts from which no reports have been received. This indicates that this method of obtaining information is not dependable and that some form of permit system is very necessary.

New Service Reports from Power Companies.....	1,972
Inspections resulting in Requisitions.....	3,876
Reinspections and Inspection Reports.....	1,364
Interviews away from Office.....	1,657
Miles travelled by Inspectors.....	71,064
Number of days on field inspections.....	724
Transmission Line plans received.....	317
Fatal accidents investigated.....	4
Other accidents and fires investigated.....	11
C S A. Factory Inspections.....	110
C.S.A. Approval Reports received and checked.....	945

HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman*; H. R. CLARK, *Secretary*)

The close of this fiscal year again shows a marked increase in the number of motor vehicles registered with this Board, the increase being 10,641 over last year's total of 58,246. A summary of licenses issued follows:

Buses	434	Public Service	8,766
Liveries	760	Commercial Vehicles	8,308
School Vans	1,089	Urban	4,813
Drive-Your-Self Cars	117	Government-Provincial, Federal and	
Farm Trucks	35,408	Municipal	2,526
Grain Hauling	284	Miscellaneous	6,372
		Total	68,877

During the course of the year, the Board dealt with various problems arising out of our rapidly growing trucking industry. The allowable weight limits were increased to 18,000 lbs. per axle and an overall maximum of 40,000 lbs. The regulations made pursuant to The Public Service Vehicles Act were amended and brought up to date and new booklets printed.

Bus operation continued along the lines of former years and during the year a large number of applications for increased tariffs was received and dealt with.

New Franchises Granted

Beverly Bus Lines	Edmonton-Sandy Beach
Diamond Lines	West Jasper Place-Edmonton
W. O'Donnell	Athabasca-Baptiste Lake
Cardinal Coach Lines	Three Hills-Red Deer
H. C. Wright	Caroline-Calgary

Extensions Approved

Highway Coach Lines	Two Hills-Myrnam
Canadian Coachways	Flatbush-Smith
Blue Goose Lines	Fairview-Hines Creek
P. J. Wesley	Newbrook-Boyle
	Etnikom-Manyberries

Transfers Approved

Medicine Hat-Hilda	A. M. Goodfellow
Olds-Sundre	J. R. Johnston
Lethbridge-Coutts	Western Canadian Greyhound Lines

Discontinued Service

Cremona-Calgary	McLennan Brothers
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The following certificates were in effect at March 31, 1950:

Alberta Trailways	Calgary-Milo
Allen & Wilson Bus & Taxi Service	Ponoka-Mental Hospital
Beverly Bus Line	Edmonton-Beverly
	Edmonton-Elk Island (summer)
Blue Goose Lines	Edmonton-Boyle
Branch Lines Ltd.	Edson-Cadomin
Blair's Bus Line	Medicine Hat-Elkwater (summer)
Black Beauty Coal Co.	Edmonton-Mine at Namao
Canadian Coachways Ltd.	Edmonton-Athabasca
	Edmonton-Breton
	Edmonton-Lac La Biche
	Edmonton-Flatbush
	Edmonton-High Prairie
	Grande Prairie-High Prairie
	Grande Prairie-Valleyview
	Grande Prairie-Dawson Creek
	Edmonton-Devon
	Lacombe-Bluffton
	Lacombe-Smith
	Edmonton-High Prairie (Hines Creek)
	Valleyview-High Prairie
	High Prairie-Hines Creek

Carbon Bus Lines.....	Carbon-Service Station
Cardinal Coach Lines..	Carbon-East Carbon Coal Mine
	Calgary-Stettler
	Red Deer—Consort
Claes, Henry	Coleman-Wallow Drive and Graftown
Crown Coal Company Limited	Edmonton-Penn Mine
	Edmonton-Starkey Mine
Diamond Lines	Edmonton-Black Diamond Mine
	Edmonton-Imperial Oil Refinery
	Edmonton-West Jasper Place
	Edmonton-Drayton Valley
Drayton Valley Bus Line	City Limits-Refinery
Edmonton Transit System	Crowsnest District
Ferstay, John	Hotchkiss-Peace River
Gateway to Yellowknife Bus Lines	Edmonton-Myrnam
Highway Coach Lines Ltd.	Medicine Hat-Alberta-Sask. Border
Leader Bus Line	Lethbridge-Turnin
Lethbridge Northern Bus Lines	Lethbridge-Picture Butte
	Calgary-Longview
Morden Transportation	Edmonton-Barrhead
Northland Arrow Lines	Barrhead-Fort Assiniboine
	Edmonton-Westlock
	Edmonton-Barrhead via Sion
Petrone, Guido	Hillcrest-Mohawk Mines
Reith Bus Lines	Stettler-Drumheller
Riverdale Coal Co. Ltd.	Edmonton-Riverdale Mine
Rhein & Boudreau	Wandering River-Athabasca
Shaw, James	Edmonton-Berrymoor
Sorensen Bus Lines	Red Deer-Rocky Mountain House
	Rocky Mountain House-Nordegg
	Red Deer-Sylvan Lake
Sunburst Motor Coaches Ltd.	Edmonton-Chauvin
	Edmonton-St. Paul
	Edmonton-Sask. Border
	Wetaskiwin-Buck Lake
	Edmonton-Cold Lake
	Edmonton-Alliance
	Edmonton-Alux
Johnstone, J. R.	Sundre-Olds
United Mine Workers' Association	Lethbridge-Galt Mine
Valley Bus Lines	Drumheller-East Coulee
	Drumheller-Wayne
	Drumheller-Nacmine
	Drumheller-Midland
Van Wert, T.	Redcliff-Medicine Hat
Vauxhall Bus Line	Vauxhall-Taber
Wesley, Paul	Lethbridge-Et/ikom
Western Canadian Greyhound Ltd	Macleod-Coutts
	Lethbridge-Cardston
	Lethbridge-Coutts
	Macleod-Crowsnest
	Macleod-Cardston
	Macleod-Walsh
	Calgary-Medicine Hat
	Edmonton-Lloydminster
	Calgary-Alsask
	Calgary-Macleod
	Calgary-Cardston
	Calgary-Banff
	Edmonton-Jasper
	(summer) Calgary-Waterton Lakes via Macleod
	(summer) Waterton Lakes-Lethbridge
Wright, Hal C.	Caroline-Red Deer
	Caroline-Rocky Mountain House
Western Motor Coaches	Edmonton-Mayerthorpe
	Edmonton-Lac La Nonne
	(summer) Edmonton-Alberta Beach

The year's activities by various bus companies operating under franchise are summarized as follows:

ACTUAL MILES TRAVELLED			
	Dirt Roads	Surfaced Roads	Total Miles
1949-50.....	423,945	6,612,492	7,036,437
1948-49.....	420,194	5,936,619	6,356,813
Increase.....	3,751	675,873	679,624
PASSENGER MILES TRAVELLED			
	Dirt Roads	Surfaced Roads	Total Miles
1949-50.....	10,845,818	216,090,670	226,936,488
1948-49.....	11,362,428	189,643,163	201,005,591
Decrease.....	516,610		
Increase.....		26,447,507	25,930,897

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